Draft Version 2.1

Event Handbook

2026 FORMULA SAE-A

December 7th-10th, 2026
The Bend Motorsport Park - 543 Dukes Hwy, Tailem Bend SA 5260

Business Events Adelaide

Government of South Australia
Department of the Premier and Cabinet

SOUTH AUSTRALIA

2026 Edition

WORDS FROM THE SOUTH AUSTRALIAN GOVERNMENT - DRAFT

Chris Picton

MP – Minister for State Development

On behalf of the South Australian Government, I welcome you to The Shell V-Power Motorsport Park at The Bend for the first Formula SAE-A event to be held in our State after 26 years in Victoria.

We are extremely proud to support this amazing competition and for you to call it home for the next five years. The Bend is the best racetrack in the nation, and I know you will enjoy all the facilities at this world-class motorsport venue. Formula SAE-A is an excellent education experience allowing competitors to showcase their drive, passion and commitment.

To build a car from scratch from the ground up is a huge effort. Now you get the chance to compete against your peers from across the nation and the broader Australasia region, testing the skills and ingenuity learned in the classroom on the track.

Securing Formula SAE-A is a big win for our state and a strong vote of confidence in South Australia's growing opportunities in the engineering sector. As a state, we want to encourage as many girls and boys to take up a career in STEM, and Formula SAE-A provides real experience of working in the engineering sector.

If you look at the pipeline of work coming to South Australia and the huge economic opportunities, particularly when it comes to Defence and AUKUS, we need to grow our engineering workforce. Formula SAE-A is expected to bring more than 1200 people to our state every year and is forecast to generate more than $22 million in economic benefit to SA. But it's not only students in attendance. Potential employers from around the world are here seeking the best and brightest engineers.

I encourage all teams to make the most of your visit to South Australia. Take the time to look around, taste our food, drink our wine, see the sights because December in South Australia is a fun time of year. Importantly, use the event as a chance to network and explore your potential future in SA as we are always on the lookout for top-tier engineering talent, such as yours.

I would like to thank Formula SAE-A for choosing South Australia to host your excellent event for the next five years. This event would not be possible without the support of Business Events Adelaide and the entire team at The Bend, who I know will look after you. Whatever your role is at Formula SAE-A 2026, I hope you enjoy your time on and off the track in this incredible State.

Business Events Adelaide

Government of South Australia
Department of the Premier and Cabinet

SOUTH AUSTRALIA

WORDS FROM THE SAE-A PRESIDENT

Martha Oplopiadis

President, SAE-Australasia

On behalf of the SAE-A, I welcome you to The Bend Motorsport Park, in South Australia for the 2026 Formula SAE-A competition.

This is our first time in South Australia, after 26 years in Victoria and we are very pleased to present our new home to you.

Once again, teams from all around the world will turn theory into practice as they apply their STEM learnings to a real-world competitive situation and vie for top honours across a range of events.

Formula SAE-A is one of the most effective applied engineering education programs in Australasia. Students experience engineering not as an abstract discipline, but as a real-world professional.

Designs fail, manufacturing doesn't go to plan, components arrive late or not at all. These challenges give Formula SAE-A student's long-term educational value. Graduates leave with a clear understanding that engineering is rarely about finding a single "correct" solution. Instead, it is about balancing competing requirements – performance, safety, cost, manufacturability, reliability, and time.

For many students, Formula SAE-A represents the first time their work is assessed by practicing engineers rather than academics alone.

This intense engineering competition requires each team to continually improve, to analyse, to develop, and try again. This produces graduates who do not see engineering as a finished process, but as a continual one.

Formula SAE-A reflects our commitment to ensuring University students are offered the most innovative, dynamic and practical experiences possible to ensure they finish their education job-ready and able to embark on their exciting new careers.

Whether you are part of an international or Australian team, welcome, and I encourage you to make the most of your visit opportunities to South Australia, through this amazing program.

I look forward to meeting as many of you as possible, to hear your stories and see first-hand the enthusiasm and passion that defines Formula SAE-A.

Whatever your role in the 2026 Formula SAE-A, I hope you enjoy your time on and off the track.

Event Partners

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SOUTH AUSTRALIA

Government of South Australia
Department of the Premier and Cabinet

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Event overview

2.1 TEAM REQUIREMENTS

The Team Leader and Faculty Advisor (OH&S representative if the Faculty Advisor is not present), must attend the Administration Office to complete registration upon arrival. The following documents must be presented. The templates can be found online https://www.saea.com.au/rules-documents-templates

- A completed Self-assessed Technical Inspection form signed by the Faculty Advisor.
- Copy of the list of Egress Times.
- Confirmation of EV Compliance and Safety Protocols.
- Declaration of Hazardous Materials book.
- Payment for any outstanding student registrations.
- Teams are reminded they must also bring a copy of all rules questions they have submitted and related responses.

ONSITE REGISTRATION
Teams will be provided with the following equipment:
- Energy meters will be issued to the EV team at registration.
- Thermal strips will be fitted to accumulators at EV Accumulator Inspection.
- An AV data logger will be issued at Autonomous Technical Inspection.
- Timing transponder before track events.

MOTORSPORT AUSTRALIA
The event is underwritten by Motorsport Australia, so refer to their website for the latest information regarding the level of coverage. https://sport.ajg.com.au/motorsport-australia/

Please note that team members and vehicles, if off-site from the Bend Motorsport Park, are not covered by the event insurance policy and, as such, are at your own risk

MEDICAL TREATMENT
First Aid will be available onsite from Monday to Thursday. For medical treatment outside event hours, please visit a local medical provider. Incidents and near-misses must be reported to the Administration Office.

HOSPITALS
Tailem Bend District Hospital - 74 Princes Hwy, Tailem Bend SA Tel: (08) 8572 5800
Emergency centre open 9am-5pm

Murray Bridge Soldiers' Memorial Hospital - 96 Swanport Rd, Murray Bridge SA Tel: (08) 8535 6777
Emergency centre open 24/7

Call “000” in an emergency
Police Assistance Non-emergency 131 444

AFTER HOUR CONTACTS
The following numbers can be called outside event hours:

Adrian Feeney +61 432 689 114
Angela Krepcik +61 408 218 158
Rose De Amicis +61 403 267 166

2.2 GENERAL EVENT INFORMATION

SITE ACCESS: The event site can be accessed from the main access road of The Bend Motorsport Park from 7:00am each day.

SAFETY & REPORTING INCIDENTS: Formula SAE-Australasia (FSAE-A) is conducted under a Motorsport Australia (MA) event permit. The MA OH&S policy can be viewed online motorsport.org.au/regulations/safety-integrity/policies/ and at the Administration Office. Participants are involved in the event by choice and must bear responsibility for their own behaviour, and those around them. Any incidents (including near misses) must be reported to the Administration Office.

EVENT PARTICIPATION: All participants must be

- at least 18 years old or provide a signed declaration by their parent or guardian
- be affiliated with a university
- be a member of SAE-A or their equivalent local association.

DOCUMENTS & FORMS: All documents/forms can be obtained online at www.saea.com.au/rules-documents-templates

VEHICLE CLASSES: Vehicles will compete in the Electric Vehicle (EV) or Internal Combustion (IC) class. Both classes compete in the same events but are independently scored/judged. The AV class is a demonstration only and judged separately.

LICENSING AND INSURANCE: Drivers must obtain personal medical insurance and a MA Speed License (Formerly Level 2S License). All participants must submit a signed MA disclaimer form.

BEHAVIOUR: Alcohol, drugs, and animals are not permitted onsite. Drones, motorcycles, bicycles, skateboards, rollerblades, scooters, and similar person-carrying devices are also not permitted. **Walk don't run.**

FOOTWEAR: Participants and spectators must wear closed-toe shoes. Shoes with rubber soles are mandatory for all EV team members. Persons not complying with these requirements may be asked to leave the venue.

SECURITY: Please keep your equipment secure at all times, particularly tools, phones and laptops.

PHOTOGRAPHERS: The event organisers may authorise professional photographers to enter dynamic areas. Photographers must be registered, sign a waiver, wear high visibility clothing, and be accompanied by a spotter.

FIRE EXTINGUISHERS: Fire extinguishers must be readily accessible, and team members must be competent in their use.

POWER TOOLS: Power tools connected to the mains electricity supply and/or used for the removal of material (e.g., steel or aluminium) can only be used in designated workshops. Small battery-operated hand tools used for assembly/disassembly may be used in pit garages, provided they do not produce excessive noise. Any electrical equipment must be tested and tagged before coming onsite.

OPEN FIRES & SMOKING: BBQs NOT ALLOWED. Smoking is only permitted in designated areas.

RUBBISH, WASTE FUEL & OIL: Please dispose of all rubbish in the waste bins provided. No rubbish may be left behind after the event. **Please remember to care for the environment by placing rubbish in the correct bins. Do not mix waste with recyclables. Waste fuel or oil must be taken to the Fuel Station for disposal.**

2.3 TEAMS & PIT GARAGES 2026 - DRAFT

Team Name	Vehicle Number	Garage	Bay
University of Wollongong	E85		
Swinburne University of Technology	E17		
The University of Melbourne	E68		
Tokyo Denki University	21		
The University of Sydney	E22		
UNSW ADFA	E15		
Edith Cowan University	7		
Institut Teknologi Sepuluh Nopember	E74		
University of Canterbury	E13		
University of Newcastle	E3		
The University of Queensland	E42		
The University of Queensland	A48		
Australian National University	61		
Griffith University	111		
The University of Adelaide	E8		
Alfaisal University	70		
Queensland University of Technology	E46		
The University of Auckland	E47		
Monash University	E66		
Monash University	A65		

Continued on next page

Team Name	Vehicle Number	Garage	Bay
Flinders University	33		
University of Western Australia	E20		
University of Tasmania	E44		
Curtin University	E14		
National Taiwan UST	E105		
NIT Calicut	116		
University of Technology Sydney	E59		
University of South Australia	E16		
RMIT University	E88		
University of New South Wales	A63		

NOTE: Prefix “E” in the car number designates Electric Vehicle (EV) class entries, and Prefix “A” designates Autonomous Vehicle (AV).

2.4 ORGANISING COMMITTEE

Event Manager	Adrian Feeney
General Manager	Angela Krepcik
Event Administration	Rose De Amicis
Manager, Rules Committee, Protest Committee	David Ford
Chief Scrutineering, Protest Committee	Michael Franks
EV Specialist, Rules Committee, Protest Committee	Grahame Holmes
Clerk of Course, Protest Committee	Nathan Tarlinton
Event Steward	Jim Stewart
EV Specialist, Rules Committee, Protest Committee	Lloyd Morrissey
Design Event Captain	Luke Phersson/Andrew Trathen
Scoring Event Captain	Jason Treloar
Cost Event Captain	Jason Treloar/Anton Vilder
TI Coordinator, Faculty Advisor Representative	Rory Gover
Faculty Advisor Representative	Paul Briozzo
Presentation Event Captain	Vincent Chu/Fatima Ahmed
Volunteer Coordinator	Angela Krepcik
AV Demonstration Captain	Nick Owen

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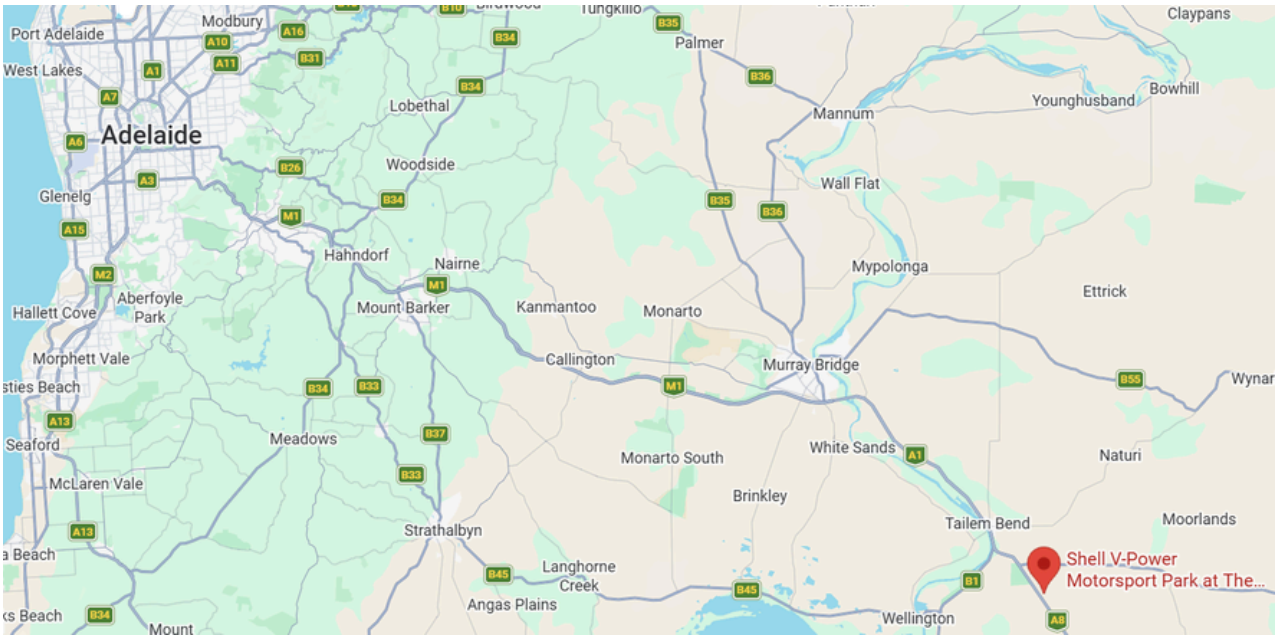
Travel & Venue Information

3.1 TRAVEL & ACCOMMODATION

LOCAL COMMUNITY ENGAGEMENT AND INFO GUIDE:
https://southaustralia.com/destinations/adelaide

TRAVEL:



INDIVIDUAL/SMALL GROUP ACCOMODATIONS:

Bridgeport Hotel
Address: 2 Bridge Street, Murray Bridge Adelaide SA 5253 Australia
Phone | (08) 8532 2002
Email | info.bridgeport@edphotels.com.au
https://bridgeporthotel.com.au/

Rydges Pit Lane Hotel (for individual and group bookings):
Address: 543 Dukes Highway, Tailem Bend SA 5260
Douglas Gregory - Conference & Events Sales Manager
Phone | (08) 8165 5730
Email | douglas_gregory@evt.com
www.rydges.com/accommodation/adelaide-sa/rydges-pit-lane-hotel/

The Bend Abode
Address: 37 Princes Highway, Tailem Bend SA 5260 Australia
Phone | 0428 117 711
Email | stay@thebendabode.com.au
http://thebendabode.com.au/

LARGE GROUPS/CAMPING AND ACCOMODATIONS:

BIG4 The Bend Holiday Park
Address: 543 Dukes Highway, Tailem Bend SA 5260 Australia
Phone | (08) 8165 5740
Email | big4@thebend.com.au
https://www.big4.com.au/caravan-parks/sa/murraylands/the-bend-holiday-park

The Bend Trackside Camping
Address: 543 Dukes Highway, Tailem Bend SA 5260 Australia
Phone | 08 8165 5700
Email | camping@thebend.com.au
https://www.outix.co/tickets/event/formula-sae-a

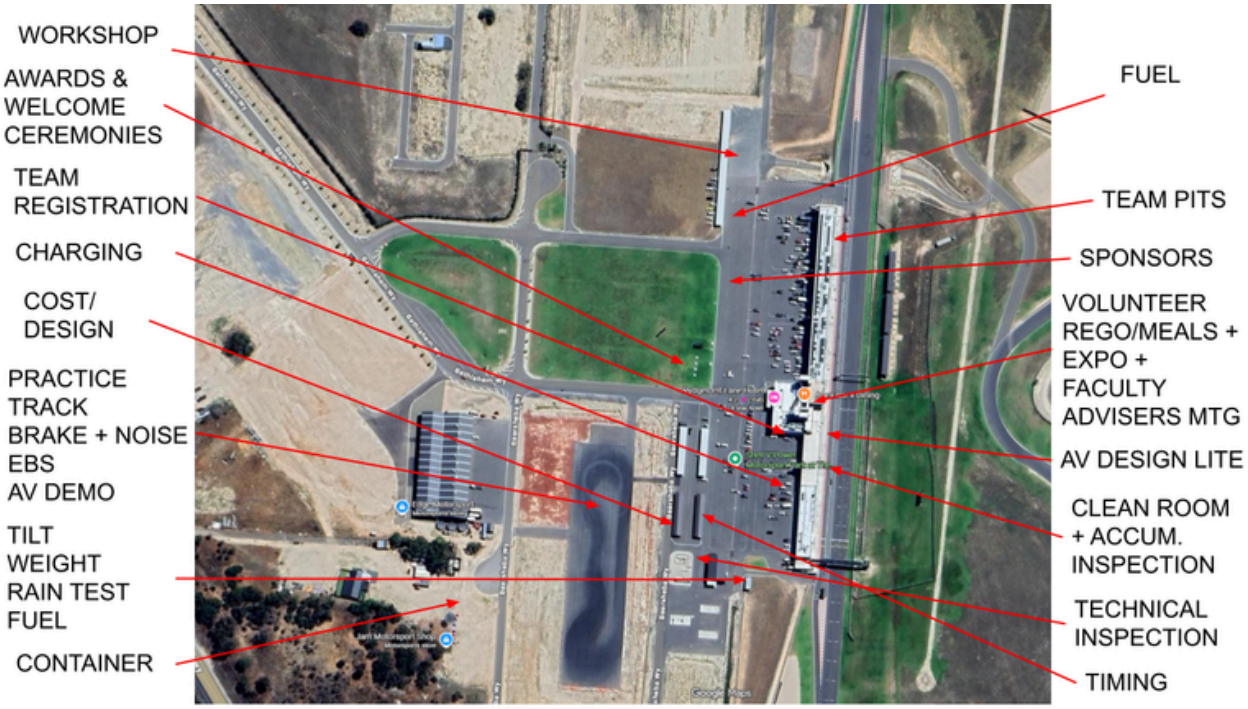
The Lodge Tailem Bend
Address: 113–119 Princes Highway, Tailem Bend SA 5260 Australia
Phone | (08) 7094 1226
Email | stay@thelodge.com.au
http://www.thelodgetailembend.com.au/

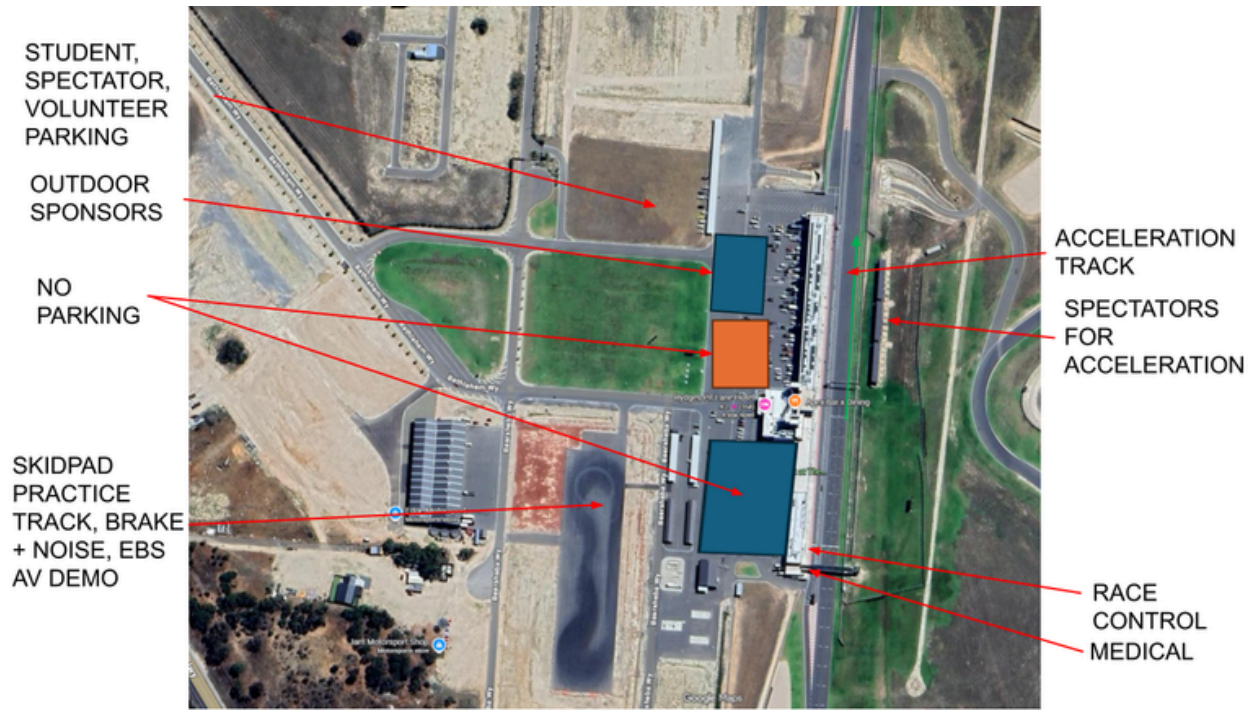
Murrayview Park
Address: 72 Murrayview Road, Tailem Bend SA 5260 Australia
Phone | 0455 934 339
Email | stay@murrayviewpark.com.au
https://www.murrayviewpark.com.au

Waterfront Holiday Park
Address: 216 Princes Highway, Tailem Bend SA 5260 Australia
Phone | (08) 8537 0000
Email | info@waterfrontholidaypark.com.au
http://www.waterfrontholidaypark.com.au/

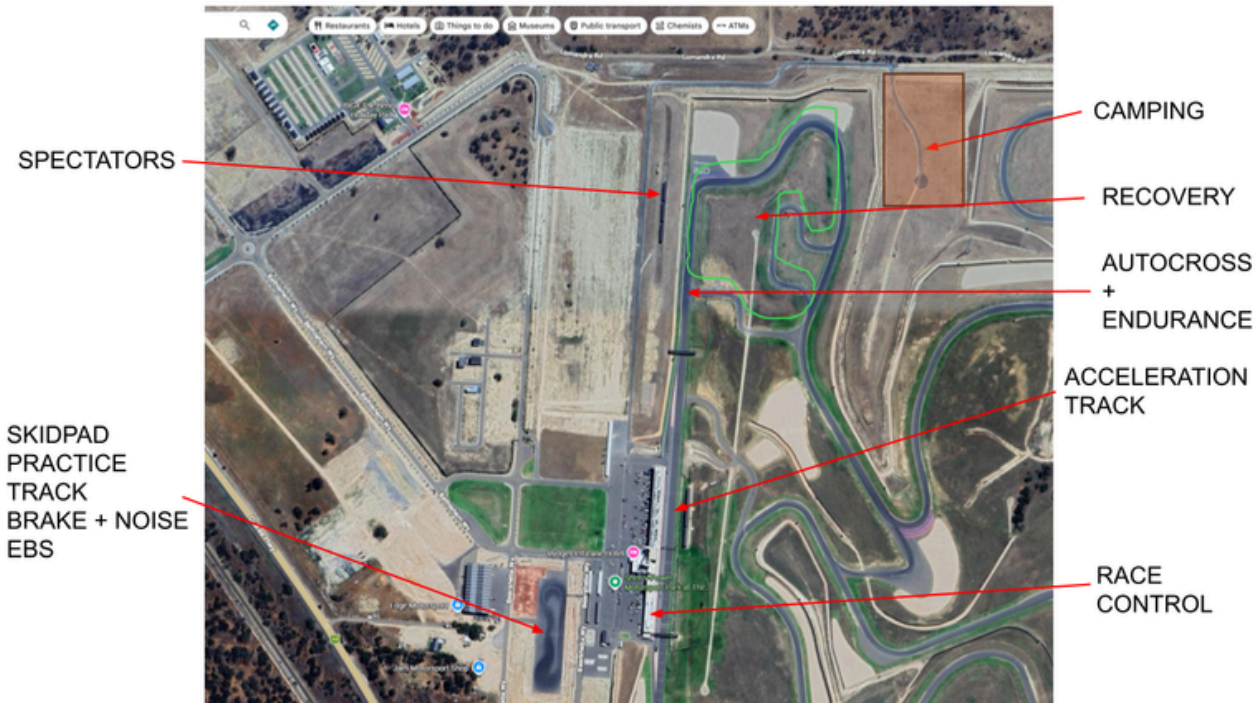
CAMPING EQUIPMENT:
Camping equipment should be hired or purchased by teams. If teams plan ahead, it is often less expensive to purchase equipment through discount online retailers than to hire it. Equipment can be shipped to a host university in Australia, or directly to The Bend Motorsport Park. Please notify the organisers email: formulasae@sae-a.com.au if you are shipping equipment directly to the venue.

3.2 SITE LAYOUT





3.3 TRACK LAYOUT



04

General & Vehicle Safety

4.1 ONSITE WORKSHOP FACILITIES

WELDING: SAE-A will not be offering any workshop or welding capabilities for this year's event and as such teams are required to bring their own equipment or seek off-site facilities for such work. **Any welding may only be done in the workshop and must not be done in the pits.**

A designated pit area will be provided for teams, equipped with workbenches only. Teams are expected to utilize this space responsibly and safely, mimicking the practices they would employ at their respective universities or other facilities.

POWER TOOLS RESTRICTIONS: No power tools are permitted within the team pits. Power tools, defined as any tool producing sparks, noise, or swarf, are restricted to the designated workshop area. This ensures a controlled environment for potentially hazardous activities.

PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS:
All individuals entering the workshop must bring suitable PPE, including:

- Fully enclosed shoes
- Long pants and shirt (preferably cotton for grinding/welding activities)
- Safety glasses
- Hearing protection
- Gloves where necessary

SAFE WORKING PROCEDURE: Teams and Faculty Advisors are required to adhere to the Safe Working Procedure provided on the following page. This document outlines essential guidelines and practices to ensure a secure and controlled working environment within the workshop.

Note: Non-compliance with these guidelines may result in the team's exclusion from workshop facilities. The safety and well-being of all participants are paramount, and your cooperation is appreciated.

4.2 SAFE WORK PROCEDURE

(FORMULA SAE-A) – Safe Work Procedure
WORKSHOP

DO NOT use this facility unless you have been instructed in its safe use and operation and have been given permission by your Faculty Adviser

PERSONAL PROTECTIVE EQUIPMENT


Safety glasses must be always worn in work areas.


Long and loose hair must be contained.


Do not enter this facility unless authorised.


Sturdy footwear must be worn at all times in work areas.


Close fitting/protective clothing must be worn.


Rings and jewellery must not be worn.

PRE-OPERATIONAL SAFETY CHECKS

- ✓ Locate and ensure you are familiar with all equipment operations and controls.
- ✓ Ensure the area is clean and clear of grease, oil, water, etc.
- ✓ Check workspaces and walkways to ensure no slip/trip hazards are present.
- ✓ Check that all your equipment is in good condition.

OPERATIONAL SAFETY CHECKS

- ✓ Only use properly tagged and tested electrical equipment.
- ✓ Only use equipment you are familiar with, preferably supplied by your University.
- ✓ Ensure the area is clear of people and equipment before using the workshop.

ENDING OPERATIONS AND CLEANING UP

- ✓ Leave the equipment and work area in a safe, clean and tidy state.

POTENTIAL HAZARDS AND INJURIES

- ⓘ Falling objects.
- ⓘ Trapping hazards.
- ⓘ Crushing hazards.
- ⓘ Lacerations
- ⓘ Eye damage
- ⓘ Hair/clothing getting caught in moving machine parts.

DON'T

- ✗ Do not use faulty equipment. Immediately report suspect equipment.
- ✗ Never leave the equipment running unattended.

This SWP does not necessarily cover all possible hazards associated with this facility and should be used in conjunction with other references as used at your University workshops. It is designed as a guide to be used to compliment training and as a reminder to users prior to facility use.

This information is based on material published by the South Australian Department of Education and Children's Services.

4.3 ELECTRIC VEHICLE SAFETY – OVERALL

At on-site registration, teams shall provide a statement signed either by their Faculty Advisor, or an alternative appropriate University representative, that confirms their adherence to the requirements of Sections 1, 2 and 3 below, and that their vehicle, equipment and operating procedures used, meet or exceed accepted professional standards for EV safety. EV entries will not be allowed to proceed to Technical Inspection until this document has been received by an SAE-A event official.

Section 1. The team must demonstrate that they have identified, developed, implemented and upheld safety standards and a safe work culture in accordance with their applicable University policy and relevant external standards. This includes, but is not limited to:

- Undertaking electrical hazard assessments, defining electrical safe work methods and developing standard operating procedures to minimise these hazards;
- Identifying and training nominated persons to work with the electrical traction system (TS);
- Ensuring all team members who interact with the vehicle TS have first response training provided by appropriately qualified persons, that covers operational risks associated with Low Voltage AC and DC systems; that covers operational risks associated with Low Voltage AC and DC systems (up to 1000V AC/1500 V DC) per AS3000
- Compliance with any legal and/or regulatory requirements applicable to both the competition site and the team's home jurisdiction;
- Teams shall provide a detailed risk assessment for their accumulator and accumulator management processes either prior to the event or at on-site registration.

Section 2. The Accumulator Management System (AMS) has been designed, implemented and validated to comply with all relevant safety requirements of the event rules, including in particular:

- All AMS sensors and sensor circuitry used to determine a fault condition have been designed and implemented with inherent first-degree redundancy.
- All AMS sensors and sensor circuitry used to determine a fault condition have been tested and confirmed for functionality and have been verified to trigger an appropriate response to an accumulator fault or malfunction.
- The team has verified by testing, an appropriate fault response to all conditions identified in the team's FMEA that lead to vehicle performance degradation and/or HV system shutdown.

Section 3. The team and their sponsoring university acknowledge that a failure of the vehicle TS is their responsibility and confirm that they have taken reasonable actions to independently assess their TS for safety, compliance to the intent and detail of the rules and the requirements of the competition. In particular:

- The team understands that accumulator internal temperatures will be independently passively monitored during the event, and that they will receive zero scores for all dynamic events if this monitoring identifies that they have exceeded their prescribed accumulator temperature limits during the event.

Note: *An appropriate format for this sign-off document will be provided to your Faculty Advisor.*

4.4 ELECTRIC VEHICLE SAFETY - ONSITE

EMERGENCY RESPONSE: Teams shall develop an emergency response plan which addresses any potential safety issues with EV's or their accumulators, which must be available for inspection by officials during the event. The event organisers reserve the right to take any action to stop or control a fire. This may include pouring water on the accumulator and/or the team vehicle.

The entrances of pit garages shall always remain unobstructed to facilitate immediate evacuation. In the event of any incident, all team members, spectators and officials shall immediately evacuate the pit garage and surrounding area. The team's Electric Safety Responsible (ESR) person shall then notify the FSAE-A committee EV Specialist as soon as possible and follow his/her instructions. Any fire, accident, incident or near miss shall be reported to the Administration Office

CHARGING ACCUMULATORS: Teams are required to present to the EV Technical Inspectors (typically during EV-Accumulator scrutineering), a safe work method, job safety analysis, procedure documentation, nominated operators and relevant technical and safety equipment, for the safe manipulation of state of charge/charging/discharging of their accumulator pack.

Charging of accumulators is not permitted until the accumulator and charger has passed EV-Accumulator scrutineering. Accumulators may only be charged in the designated charging areas, with the accumulator container removed from the vehicle. The ESR person(s) must oversee transportation of the accumulator container between the pit garage and the charging area. The accumulator container must be labelled with the following information:

** Team name and car number * Name of ESR person and mobile phone number.*

No more than three competent team members are allowed to be in a charging area while using a charging station, and at least one of these members must be a designated ESR person. Any team member supervising the charging must have the necessary knowledge/skill to act accordingly if a problem occurs. All chargers must be Class 1 devices which have been approved/marked during EV Technical Inspection. Teams must use a AS3123 compatible 32 amp, 5 pin connector to connect their charger to the installation supply. For single phase chargers, teams will be advised before the competition, which phase within their connector they should use to connect their charger.

There are six charging stations available, as shown on the site map. Each charging station has four (4) 3-phase outlets. Outlet #1 is uncoloured and may be used by any team. Outlets #2, #3, #4 are colour coded. Teams will be allocated a colour (which corresponds to the phase that they are required to use for their charger) for their accumulator charger prior to the competition, and their charger cable will be marked with this colour during their accumulator/charger inspection. If the uncoloured outlet on a charging station is in use, teams must only use an outlet with a matching colour to charge their accumulator. Otherwise, they must find another charging station that has an uncoloured or appropriately coloured outlet available.

Teams must provide their own shade coverage when they use a charging station. All shading structures must be secured while in use. Teams are responsible to properly secure their shading structure and take it down in adverse weather conditions. Teams should also place a security barrier around their charging area while it is in use to prevent unauthorised persons from entering the area.

WORKING ON ACCUMULATORS: **Accumulators may only be inspected inside the pit garage. More substantial work must be carried-out in the designated** EV Clean Room under the supervision of at least one ESR team member. Teams must get permission from the committee EV Specialist or his/her delegate before commencing work in the EV Clean Room. An ESR person must oversee transportation of the accumulator container between the pit garage and the EV Clean Room, and vice-versa. The entrance to the EV Clean Room must always remain unobstructed to facilitate immediate evacuation.

4.5 ONSITE ACCUMULATOR CLEAN ROOM

Teams are expected to utilize this space responsibly and safely, mimicking the practices they would employ at their respective universities or other facilities. A maximum of four teams only may work in the Accumulator Clean Room at any time.

Teams must get permission from the committee EV Specialists or their delegate before commencing work in the Accumulator Clean Room. Any team found working in the clean room without permission will be ordered to cease work immediately, will be in breach of the competition rules, and the Organising Committee may apply an appropriate penalty to the entire team at their absolute discretion.

TOOL RESTRICTIONS: Teams shall provide all tools used in the Accumulator Clean Room. All tools shall be appropriate to the task, and all electrical tools shall be insulated in accordance with the competition rules.

No power tools, defined as any tool producing sparks, noise, or swarf, are permitted within the Accumulator Clean Room. Electrically powered tools such as a soldering iron, or heat gun may be used.

PERSONAL PROTECTIVE EQUIPMENT (PPE) REQUIREMENTS:
All individuals entering the accumulator clean room must bring suitable PPE, including:

- Fully enclosed shoes
- Long pants and shirt (preferably long sleeve)
- Safety glasses
- Electrically insulated gloves

SAFE WORKING PROCEDURE: Teams and faculty advisors are required to adhere to the Safe Working Procedure provided on the following page. This document outlines essential guidelines and practices to ensure a secure and controlled working environment within the Accumulator Clean Room.

Note: *Non-compliance with these guidelines may result in the team's exclusion from Accumulator Clean Room facilities. The safety and well-being of all participants are paramount, and your cooperation is appreciated.*

(FORMULA SAE-A) – Safe Work Procedure
ACCUMULATOR CLEAN ROOM

DO NOT use this facility unless you have been instructed in its safe use and operation, and have been given permission by your Faculty Adviser and by a FSAE Committee EV Specialist

PERSONAL PROTECTIVE EQUIPMENT


Safety glasses must be always worn in work areas.


Long and loose hair must be contained.


Do not enter this facility unless authorised.


Sturdy, closed toe, footwear must be worn at all times in work areas.


Close fitting/protective clothing must be worn.


Rings and jewellery must not be worn.

PRE-OPERATIONAL SAFETY CHECKS

- ✓ Confirm you have approval from a FSAE Committee EV Specialist before commencing activities.
- ✓ Locate and ensure you are familiar with all equipment operations and controls.
- ✓ Ensure the area is clean and clear of grease, oil, water.
- ✓ Check workspaces and walkways to ensure no slip/trip hazards are present.
- ✓ Ensure your allocated work area is clear of other people and equipment before commencing activities.
- ✓ Check that all your equipment is in good condition.
- ✓ No work is to be undertaken unless at least 2 people are in the clean room.
- ✓ No more than 3 people to work on any one accumulator.
- ✓ All people working on an accumulator must be approved to work with electrical systems.

OPERATIONAL SAFETY CHECKS

- ✓ Only use properly tagged and tested electrical equipment.
- ✓ Only use equipment you are familiar with, preferably supplied by your University.
- ✓ Use appropriate tools for each task. Insulated tools must be used for all electrical work.
- ✓ Only work that is directly associated with your electrical accumulator is to be undertaken in this room.
- ✓ Remove the accumulator internal interconnecting links before any work is commenced, and only replace them as the last step after the work is completed.
- ✓ Electrical Safety gloves must be worn when commencing work, until the internal interconnecting links are removed to isolate the battery segments.
- ✓ Cover sections of an exposed accumulator that are not being worked on with an appropriate insulating mat.

ENDING OPERATIONS AND CLEANING UP

- ✓ Leave the equipment and work area in a safe, clean and tidy state.
- ✓ Advise the FSAE Committee EV Specialist that you have finished your accumulator work activities.

POTENTIAL HAZARDS AND INJURIES

- ⓘ Electrical Fire
- ⓘ Electrocution
- ⓘ Flash Burns
- ⓘ Eye damage
- ⓘ Falling objects.
- ⓘ Trapping hazards.
- ⓘ Crushing hazards.
- ⓘ Lacerations
- ⓘ Hair/clothing getting caught in moving machine parts.

DON'T

- ✗ Do not use faulty equipment. Immediately report suspect equipment.
- ✗ Never leave the equipment running unattended.

COMPLIANCE WITH NFPA70E

All work on accumulators shall be conducted in accordance with NFPA70E safe working practices relating to electrocution and arc flash hazards.

Appropriate Personal Protective Equipment (PPE) must be worn when working on accumulator, of an appropriate Class to suit the identified arc flash risk level for work being conducted.

RESPONSE TO THERMAL INCIDENT

In the event of an accumulator thermal incident, all personnel SHALL immediately evacuate the affected area and declare an emergency. No attempt should be made to extinguish an accumulator in the first instance.

This SWP does not necessarily cover all possible hazards associated with this facility and should be used in conjunction with other references as used at your University workshops. It is designed as a guide to be used to compliment training and as a reminder to users prior to facility use.

This information is based on material published by the South Australian Department of Education and Children's Services.

(FORMULA SAE-A) – Safe Work Procedure
ACCUMULATOR INSPECTION ROOM

DO NOT use this facility unless you have been instructed in its safe use and operation, and have been given permission by your Faculty Adviser and by a FSAE Committee EV Specialist

PERSONAL PROTECTIVE EQUIPMENT


Safety glasses must be always worn in work areas.


Long and loose hair must be contained.


Do not enter this facility unless authorised.


Sturdy, closed toe, footwear must be worn at all times in work areas.


Close fitting/protective clothing must be worn.


Rings and jewellery must not be worn.

PRE-OPERATIONAL SAFETY CHECKS

- ✓ Confirm you have approval from a FSAE Committee EV Specialist before commencing activities.
- ✓ Locate and ensure you are familiar with all equipment operations and controls.
- ✓ Ensure the area is clean and clear of grease, oil, water.
- ✓ Check workspaces and walkways to ensure no slip/trip hazards are present.
- ✓ Ensure your allocated work area is clear of other people and equipment before commencing activities.
- ✓ Check that all your equipment is in good condition.
- ✓ No work is to be undertaken unless at least 2 people are in the clean room.
- ✓ No more than 3 people to work on any one accumulator.
- ✓ All people working on an accumulator must be approved to work with electrical systems.

OPERATIONAL SAFETY CHECKS

- ✓ Only use properly tagged and tested electrical equipment.
- ✓ Only use equipment you are familiar with, preferably supplied by your University.
- ✓ Use appropriate tools for each task. Insulated tools must be used for all electrical work.
- ✓ Only work that is directly associated with your electrical accumulator is to be undertaken in this room.
- ✓ Electrical Safety gloves must be worn when commencing work, until the internal interconnecting links are removed to isolate the battery segments.
- ✓ Cover sections of an exposed accumulator that are not being worked on with an appropriate insulating mat.

ENDING OPERATIONS AND CLEANING UP

- ✓ Leave the equipment and work area in a safe, clean and tidy state.

POTENTIAL HAZARDS AND INJURIES

- ⓘ Electrical Fire
- ⓘ Electrocution
- ⓘ Flash Burns
- ⓘ Eye damage
- ⓘ Falling objects.
- ⓘ Trapping hazards.
- ⓘ Crushing hazards.
- ⓘ Lacerations
- ⓘ Hair/clothing getting caught in moving machine parts.

DON'T

- ✗ Do not use faulty equipment. Immediately report suspect equipment.
- ✗ Never leave the equipment running unattended.

COMPLIANCE WITH NFPA70E

All work on accumulators shall be conducted in accordance with NFPA70E safe working practices relating to electrocution and arc flash hazards.

Appropriate Personal Protective Equipment (PPE) must be worn when working on accumulator, of an appropriate Class to suit the identified arc flash risk level for work being conducted.

RESPONSE TO THERMAL INCIDENT

In the event of an accumulator thermal incident, all personnel SHALL immediately evacuate the affected area and declare an emergency. No attempt should be made to extinguish an accumulator in the first instance.

This SWP does not necessarily cover all possible hazards associated with this facility and should be used in conjunction with other references as used at your University workshops. It is designed as a guide to be used to compliment training and as a reminder to users prior to facility use.

This information is based on material published by the South Australian Department of Education and Children's Services.

Teams & Event Schedule

05

5.1 FORMULA SAE-A STUDENT (FS) TEAMS

Each global competition will have their own administrative and event control requirements, which are independent of vehicle design and construction. The FSAE-A administrative requirements and event procedures are per the Formula SAE International Rules, except where modified or complemented by the FSAE-A Addendum. Regardless of the rules used for the design/build of vehicles, all teams must comply with these requirements.

FSAE-A is intended as a university supported and educational event for student teams. University oversight of a team's preparation and entry is considered essential, and therefore the Faculty Advisor (FA) is a key role. As the Formula Student (FS) Rules no longer refer to a FA, the following will apply to vehicles using just the FS Rules for the FSAE-A competition.

If the university has had a FA in place, then he/she should attend the FSAE-A event, and the other FA notes included in the International Rules and FSAE-A Addendum will apply. If the university has not had a FA in place, then for the team entry to be accepted, a Statutory Declaration (a legally binding form or authority), as described below, signed by a permanently employed member of the University's Engineering School or Faculty, must be provided with the team's registration. A university employee must also accompany the team to fulfil the role of FA at the event. The declaration must state that the design/build of the vehicle has been wholly undertaken by team members, without outside assistance from university staff, external professionals or sponsors. The person signing must be at the minimum level of Associate Professor.

GROUP A VEHICLES: Vehicles constructed to comply with both the 2026 FS and 2026 FSAE International Rules. These vehicles should comply with most design/build requirements. Only the additional or modified requirements as detailed in the FSAE-A Addendum need to be addressed by teams to ensure compliance.

GROUP B VEHICLES: Vehicles constructed only taking account of the 2026 FS Rules. There is no published list of items that identify the exact variations which may affect the ability of vehicles built to the FS rules to comply with the FSAE International rules. It is therefore up to individual teams to assess their compliance.

It is recommended that teams develop a summary list of all variances they can identify and submit this listing, with as much detail as possible, to the FSAE-A Rules Committee for assessment of acceptability. Non-compliance in some areas will not mean automatic disqualification. Items affecting vehicle safety will be of most concern. For example, the FS Rules do not cover all of the requirements of the FSAE Rules specifying the main roll hoop requirements.

GROUP A & B VEHICLES: For any specific rules related question or interpretation, teams should contact the event organisers www.saea.com.au/fsaea-2026 or submit a formal rules enquiry as outlined in the Addendum. If SES submissions have been previously approved at other competitions, then this should facilitate approval at the FSAE-A event.

Submission of as much detail as possible will assist the review and acceptance by the FSAE-A Rules Committee.

5.2 EVENT SCHEDULE

SUNDAY 6TH DECOMBER 2026	
15:00-17:00	Team Registration & Bump In
17:00	Team Welcome
18:00 – 18:30	Cost Event Briefing
19:00	Pits Closed

MONDAY 7TH DECEMBER 2026	
7:00	Facility Open
7:30	Volunteer Sign In & Breakfast
8:00	Team Registration, Technical Inspection, Cost Event Open
12:00	Volunteer Lunch
	All Events Closed
13:00	Technical Inspection, Cost Event, Fuel (on request), Brake & Noise Open
17:00	Technical Inspection, Cost Event, Fuel, Brake & Noise Closed
19:00	Pits Closed

TUESDAY 8TH DECEMBER 2026	
7:00	Facility Open
7:30	Volunteer Sign In & Breakfast
8:00	Business Presentation, Design, Technical Inspection, Practice Track, Brake & Noise, Fuel (on request) Open
12:00	All Events Closed
	VIP Tour & Lunch
	Volunteer Lunch
13:00	All Events Open
17:00	All Events Closed
18:00	Design finalists announced Careers Expo
19:00	Pits Closed
19:30	Careers Expo Closed

WEDNESDAY 9TH DECEMBER 2026	
7:00	Facility Open
7:30	Volunteer Sign In & Breakfast
8:00	Volunteer Briefing
8:30	Driver Briefing, Technical Inspection, Fuel, Practice Track, Brake & Noise Open
9:00	Skid Pad Event Open
11:30	All Events Closed, Faculty Advisor Meeting, Volunteer Lunch
12:30	Technical Inspection, Fuel, Practice Track Brake & Noise, Acceleration Event Open
15:00	Acceleration Event Closed
15:30 – 17:00	Autonomous Vehicle Track Demonstration + Skid Pad Event
16:00	Practice Track Closed
17:00	Static Events Feedback Session
	Driver Briefing & Mandatory Course Walk
	All Events Closed
18:00 – 19:00	Design Event Finals
19:00	Pits Closed

THURSDAY 10TH DECEMBER 2026	
7:00	Facility Open
7:30	Volunteer Sign In & Breakfast
8:00	Volunteer Briefing
8:30	Driver Briefing
	Technical Inspection Open
9:00	Autocross Event Open
	Practice, Fuel Open
	AV Design Lite
11:30	Autocross Closed
	Practice Track, Fuel, Technical Inspection Closed
	Volunteer Lunch
12:30	Practice Track, Fuel (on request), Technical Inspection Open
13:00	Endurance Event Open Parc Ferme Open
16:30	Endurance Event Closed
	Practice Track Closed
17:00	Fuel, Parc Ferme Closed
17:30	Team Photos
18:15	Awards Ceremony
19:00	Pits Closed

5.3 STATIC EVENTS & TECHNICAL INSPECTION SCHEDULE

To be updated soon

5.4 AWARDS CEREMONY

Electric Vehicle – Class Winner	1st Place	2nd Place	3rd Place
EV Class Winner			
Acceleration			
Autocross			
Business Presentation			
Cost			
Efficiency			
Engineering Design			
Endurance			
Skid Pad			

Internal Combustion Class	1st Place	2nd Place
IC Class Winner		
Acceleration		
Autocross		
Business Presentation		
Cost		
Efficiency		
Engineering Design		
Endurance		
Skid Pad		

Specialty Awards	Awards
MA Inspiring Motorsport Awards	Awarded to team that shows inspiring achievement in motorsport
LEAP Most Innovative Use of Simulation	Awarded to team that best uses simulation
SAE-A Harry Watson Award	Awarded to team that makes a distinct contribution
Caterpillar Automated Vehicle Drive Award	Awarded to Formula SAE participants who demonstrate excellence in automation and engineering
Graeme Palmer TI Excellence Award	Awarded to best presented team at Technical Inspection
Did Not Finish Award	Awarded to 1st place in DNF Dash

06 Scrutineering & Vehicle Inspection

6.1 VEHICLE INSPECTION PANEL

Class-specific base stickers are provided for IC, EV and AV. Base panels will be located along the centreline of the nose cone, as per the instructions within the FSAE-A Rules Addendum.

The panels track the progress of the vehicles through the mandatory technical inspections. Vehicle mass and Fuel Capacity/Accumulator Voltage will be recorded at Tilt Test and Fuel Station/EV Functional Inspection, respectively, and noted on the base sticker. Coloured inspection stickers will be issued to the teams upon successfully passing the relevant inspections, with event inspection stickers applied to the base sticker by the team. Teams must have all relevant inspection stickers applied to their base sticker to be able to compete in any Dynamic Events. Dual purpose vehicles may elect to forego full AS and EBS inspections and still compete in Dynamic Events. In such cases, the team will need to complete relevant portions of AS before being issue a sticker confirming their reversion to EV only.

COMPLETED AND FILLED AV STICKER

COMPLETED EV STICKER

IC BASE PANEL

6.2 TECHNICAL INSPECTION

Technical Inspection Coordinator: Rory Gover

Technical Inspection (TI) will establish if the vehicle complies with (and satisfies the intent of) the competition rules. Teams should attend their scheduled inspection time and bring with them all the necessary equipment and documentation (must be hard copy). It will include:

- Vehicle, push bar, fire extinguishers, and one set of each tyre type (dry and wet). (Mech)
- All driver safety equipment. (Mech)
- A completed (self-assessment) technical inspection form. (All inspections)
- Structural equivalency spreadsheet (SES). (Mech)
- Impact attenuator report with the tested sample, including bulkhead sample. (Mech)
- Copies of any submitted rules enquiries, along with the answer(s) you received. (All inspections)
- IC Class only: Approval to use Electronic Throttle Control (ETC) and ETC FMEA, if installed (Mech)
- Sample of firewall to check AL thickness. (EV Static)
- Sample of accumulator container floor and top/side walls if not made from metal. (EV Static)
- Accumulator, Accumulator Cart, Charger & ancillaries, HV tools, Design docs and datasheets. (Accumulator)
- Autonomous Systems Form. (AS Inspection)
- Autonomous Wiring Diagram. (AS Inspection)
- Autonomous Hydraulic/Pneumatic Systems Documents. (AS Inspection)
- A safe method for securing the vehicle while the wheels are driven above ground (e.g. stands) as prescribed in the Technical Inspection Sheet. (EV Functional)

Teams will be provided with a bound, hard copy of Technical Inspection documentation upon registration. Teams can obtain a copy of this documentation online to complete their vehicle self-assessment www.saea.com.au/rules-documents-templates). Teams should refer to this documentation for the complete checklist of equipment/documentation required for Technical Inspection for all classes.

Teams will be allocated a specific time to present their car for Technical Inspection. This time must be adhered to, and no team is to take other teams allocated time unless approved by the Technical Inspection Coordinator. The timings of scheduled inspection will be marshalled. Teams are to arrive at Technical Inspection no earlier than 10 minutes before their scheduled inspections.
No videography, photography or audio recording by teams or public is permitted within Technical Inspection events. The Technical Inspection Coordinator reserves the right to request teams to cease intrusive recording in the vicinity of Technical Inspection. Technical Inspection volunteers may keep confidential record (including photography) of vehicles.

No work is to be conducted on vehicles in the vicinity of the Technical Inspection building or in nearby thoroughfares. Re-scrutineering bays for team undertaking minor works may be made available with approval from the relevant Inspection Captain and Technical Inspection Coordinator.
Petitions or appeals from teams regarding Technical Inspection assessments must made to the responsible Event Captain in the first instance. If further clarification is required, the Chief Scrutineer may be consulted. If a team seeks to appeal further, they may lodge a protest to the Protest Committee.

6.3 TECHNICAL INSPECTION - CONTINUED

Prior to departing from home, each team must complete their own Vehicle Inspection check, using the appropriate TI documentation. This documentation must be presented at registration and first inspection.

Tech Inspection Stages:

EV – Static (Scheduled Monday)
1.Electrical Technical Inspection (PART 1)
Static Inspection

Accumulator Inspection (Scheduled Monday)
1. Electrical PPE inspection
2. Accumulator & charger technical inspection
3. Thermal Strip Installation

Mechanical Inspection (Scheduled Monday)
1. Static Mechanical Technical Inspection
2. Tallest Driver only Egress (IC and EV Only)

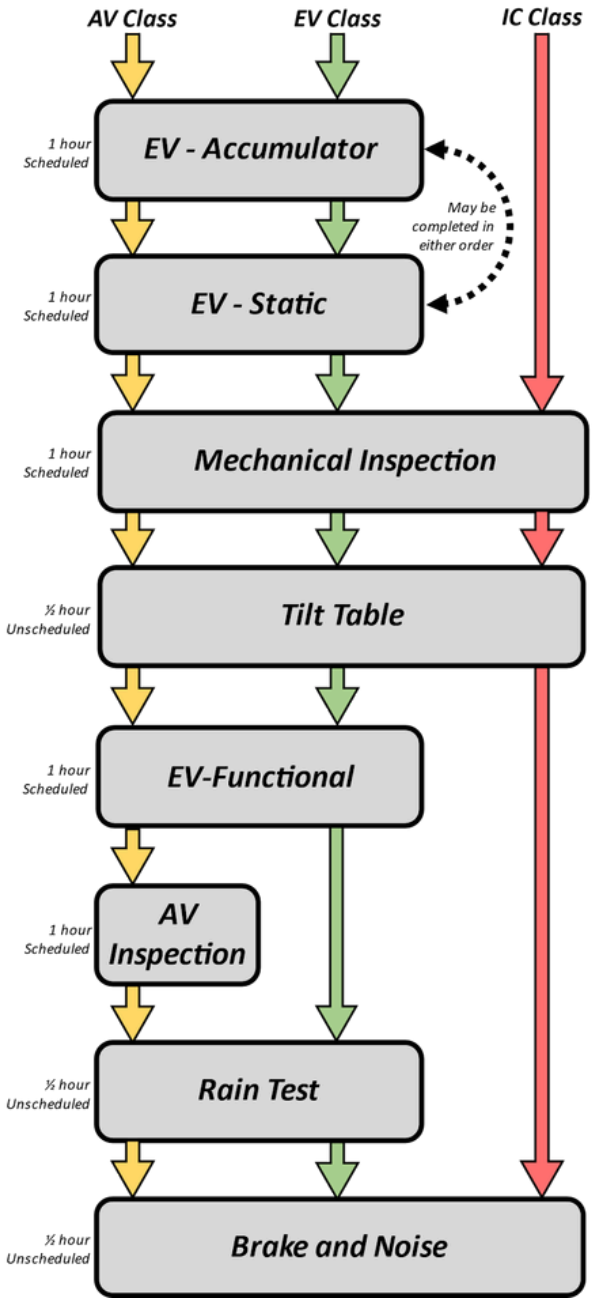
Tilt Table (Unscheduled, Monday/Tuesday)
1. Fuelling (IC Only, Friday Only)
2. Weighing
3. Tilt Table Test

EV – Functional (Scheduled Tuesday)
1. Electrical Technical Inspection (PART
2. Functional Inspection and Demonstration
Verification of Energy Meter.

AS Inspection (Scheduled Tuesday)
1. Autonomous Systems Technical Inspection

EV – Rain Test (Unscheduled, Tuesday)
1. Rain Test

Brake and Noise Area (Unscheduled, Tuesday)
1. Noise Test (IC Only)
2. Brake Test (IC and EV Only)
3. EBS Test (AV Only)



Note: *Driver package and helmet clearance may be rechecked for any driver in the staging area at the start of Dynamic events.*

6.4 WEIGH STATION & TILT TABLE

Event Captain: Michael Franks

WEIGH STATION: All teams shall have their vehicles weighed, preferably after passing Mechanical Inspection. Vehicles are to be complete and ready to run, i.e., with coolant, lubricants and brake fluid, but without fuel. EV's must have the accumulator installed. Results will be recorded on the vehicle's inspection sticker panel.

In the event that a vehicle has not passed Technical Inspection prior to the team's designated time for Design Event judging, the vehicle must still pass through the Weigh Station (without fuel) before commencing the Design event. All teams are responsible for allowing enough time for this activity. Vehicles may be re-weighed during Parc Ferme at the discretion of the organisers. Major discrepancies will be brought to the attention of the Protest Committee.

TILT TABLE: The Tilt Table ensures vehicles can maintain a lateral acceleration of 1.7g without rolling over. A fluid integrity test is also performed to ensure no leaks are present. IC Teams must first proceed to the Fuel Station and then return to the Tilt Table. The table will initially be tilted to an angle of 45 degrees with the tallest driver in the vehicle. If the upper wheels remain on the table, then the angle will be increased to 60 degrees. The upper wheels must remain in contact with the table to pass the test. Vehicles will be tested in both directions. Note: For presentation at Tilt Table, all Vehicles must be filled with all fuel, coolant and any other fluids at their 'Full' level.

6.5 FUEL STATION

Event Captain: Dan Marshall

The Fuel Station will provide premium gasoline (RON 98) and E85 fuel. Teams should clearly designate the required fuel near the fuel filler neck. The first time a vehicle is fuelled, the total capacity of the fuel system will be recorded on the inspection sticker panel. Vehicles will not be fuelled until passing Mechanical Inspection. The vehicle must proceed immediately to the Tilt Table to perform a fluid integrity test. The total capacity of the fuel system may be re-checked during Parc Ferme and/or subsequent refuelling. Major discrepancies will be brought to the attention of the Clerk of Course and Protest Committee.

6.6 BRAKE AND NOISE TEST

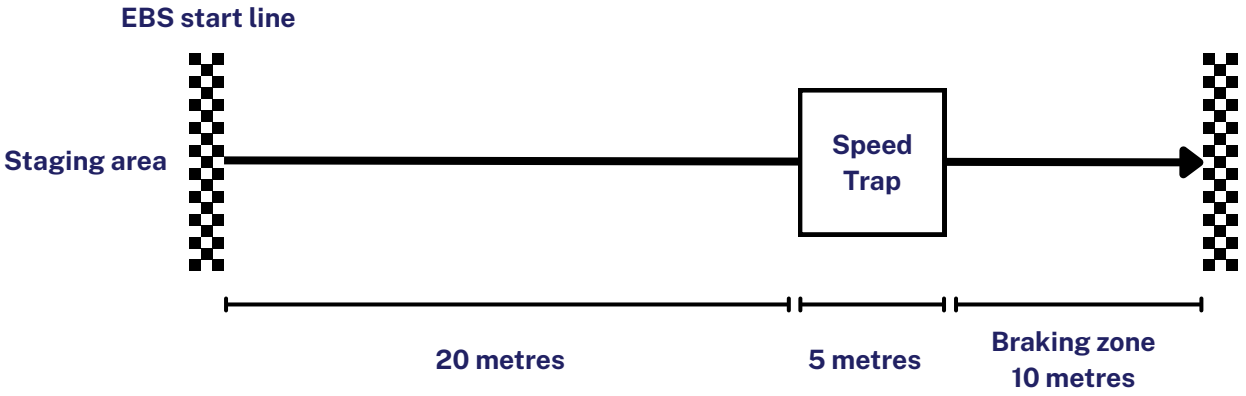
Event Captain: Jon Arbour

The Brake and Noise tests assess that vehicles have an operational braking system, and that they do not exceed the maximum allowed noise level. Vehicles are not permitted to perform these tests until they have passed Technical Inspection and Tilt Table. Brake and Noise tests may be done in any order.

NOISE TEST PROCEDURE (IC Only): The static sound level test shall occur on a warmed-up vehicle. The measurement must not exceed 103 dBC with the engine idling, or 110 dBC at the designated test speed. The noise level can be re-measured at any time during the event. Penalties may be assessed if the sound level exceeds the mandated maximum any time after passing the test.

BRAKE TEST PROCEDURE: The driver must accelerate until reaching the braking area. Once inside this area, the driver must apply the brakes and demonstrate that all four wheels can lock-up simultaneously. The brake light intensity will also be assessed. In damp conditions, the brake test will be conducted at the discretion of the Event Captain. Vehicles may be asked to return to the brake test for recertification at any stage during the event. Note: For the Brake Test, the tyre pressures must be set within the range defined in Clause IN.12.4 of the Local Rules Addendum.

AV EMERGENCY BRAKE TEST PROCEDURE (EBS): Start-up Procedure for Autonomous Running, no additional equipment (e.g. laptop, jack-up device, pressure tank, etc.) is allowed to start up the vehicle at the staging/starting line. If the vehicle does not enter “AS Ready” state within 1 min after being staged, the team may be sent back to the preparation area by the officials. The vehicle may only be staged with the steering system in straight position. The vehicle may be pushed from the preparation area to the start line with activated LVS. The ASB may be energized already in the preparation area. The ASMS may only be switched on by the ASR after approval from an official at the starting Line. During the brake test, the vehicle must accelerate in autonomous mode up to at least 40 km/h within 20m. From the point where the RES is triggered, the vehicle must come to a safe stop failure to do so will result in a failure.



6.7 RAIN TEST

Event Captain: Lloyd Morrissey

The Rain Test checks the vehicle's ability to operate safely in wet weather conditions.

The vehicle will be lifted so that the wheels cannot touch the ground and powered on. Water will be sprayed on the vehicle from all directions to simulate heavy rainfall and spray. Water will be sprayed for 60 seconds, and then the vehicle will remain on for a further 60 seconds.

The vehicle must remain powered on without any misbehaviour or faults becoming present during the test.

Teams should bring their vehicle in race ready condition, a set of secure stands to support the vehicle, safety equipment and technical inspection documents. Some dry towels are also a good idea.

The rain test is unscheduled and can be attempted after the vehicle has passed EV functional.

6.8 ACCUMULATOR INSPECTION

Event Captain: Lloyd Morrissey

The Accumulator Inspection is one of the major steps in the overall EV Technical Inspection process. Teams will be given a scheduled time for their accumulator inspection separate to the overall vehicle inspection.

The accumulator inspection will be in a dedicated inspection area where the accumulators will be opened and inspected in detail.

Teams should bring their accumulator, charger, technical inspection documentation, datasheets for major components, insulated tools and any other equipment or documentation required to safety open and inspect their accumulator. The vehicle itself, drivers' equipment etc. are not required.

Teams should expect to be asked by the technical inspectors to demonstrate the safety features of their accumulator, with a particular focus on prevention of electric shock, short circuits and fires. A major focus will be on quality of construction and electrical insulation.

Inspection of accumulator PPE, tools and charger will be conducted in the area immediately external to the main entrance of the building. Inspection of the accumulator may not begin until PPE and tools inspection is completed.

Due to the nature of the accumulator inspection, only essential personnel from the team will be allowed into the inspection area, and no public viewing is allowed.

The ESO must be present at all times during the accumulator inspection.

07 Static Events

7.1 DESIGN EVENT

Event Captain: Luke Phersson

The Design Event assesses the team's knowledge of Engineering Design and Project Management concepts. Teams will present their vehicles in the judging area at the time designated in the static events schedule. All teams must provide prior to the competition a Design Briefing, 3-View Drawings, and Specifications Sheet. Teams that do not submit these documents will be disqualified and receive zero points for the Design Event.

Similar to 2025, there will be a Design Changes Summary, which will be a google forms submission to give a brief overview on the level of design change year to year. In 2026, both a preliminary summary and a final summary must be submitted. The links are available in the Design Event Overview document on the SAE-A website. The intention of these submissions is to try to capture the major changes to your vehicles year-to-year in an effort to avoid arbitrary expensive chassis re-manufacture to avoid historical 2nd year vehicle penalties.

Design judging will take place across several areas - please see the SAE-A website for the Design Event Overview document containing the scoring rubric for a detailed breakdown. Each team should have at least one representative who is prepared to discuss each major system individually. Each judge has a different area of expertise and will seek out the team member responsible for his/her area of the vehicle. Roving judges may also briefly assess cars across judging groups, while noting interesting vehicle features or flaws. In general, judges will be looking for evidence of:

- Structured decision-making processes.
- Sound understanding of the vehicle level design trade-offs.
- A structured breakdown of design goals from vehicle level cascading down to component level.
- Evidence of appropriate design decisions being made for the resources available.
- Evidence of a structured vehicle testing program with defined goals and validated conclusions.
- Vehicle manufacturability and serviceability.

Teams may only be allowed to have ten students inside the judging area at any one time but can freely interchange team members -this will be communicated closer to the event if it will be enforced. Any delaying of the judges' movements to the next team will result in a penalty.

Similar to 2025, we will be running Design Finals after the Dynamic Events on the Wednesday. This will enable improved judging quality between the different Judging Streams. It will run similar to the standard Design Event, however, will in general go deeper into topics to test the depth of the teams understanding. It will be a consistent group of experienced judges for all teams in Design Finals.

7.2 COST EVENT - DRAFT

Event Captain: Jason Treloar

The Cost and Manufacturing event, typically referred to as simply “the Cost event”, exists to expand the scope of the competition past that of a purely design focused challenge. Its aim is to provide students an introductory view into the downstream processes in a graduate automotive engineering business, particularly those past the design and prototyping phase, and the realities of cost-to-performance engineering trade-offs. The event focuses on 4 core engineering sub-disciplines, being cost engineering, process engineering, manufacturing engineering, and technical release drafting. To that end, the cost event assesses teams’ collective knowledge of manufacturing engineering and capability and project management with respect to cost-based parameters, and decision trade-offs made between the vehicle manufacturing cost, profitability for the business enterprise per rule GR.1.4.1, and the dynamic performance of the vehicle.

COST SCORING AND SUBMISSIONS BREAKDOWN:

The Cost and Manufacturing event is broken down into 3 main scored subsections, being the cost report, worth 80% of the teams’ points, the cost scenario worth 15% of the teams’ points, and the cost challenge, being worth the remaining 5% of the teams’ points, adding to a total of 100 points possible for the cost event. Teams which fail to submit a cost report by the final cut-off date of the cost report submission are excluded from the cost report scored section of the competition, and only able to achieve up to 20 points for the cost event.

Teams have several submissions and actions which are completed through the year for the cost event. In order of delivery, these are the cost report and supporting documentation submission, the cost amendment report submission, the cost briefing, then the cost and manufacturing physical event, where teams will be allowed full control over their time allocation within an allocated time slot in order to challenge accuracy issues or concerns found in the cost report, complete the presentation of the results of the cost scenario, and complete the cost challenge, demonstrating their capacity to reverse engineer the processes required to build a unique item.

Scoring for these subsections can be found in the FSAE-A Rules addendum. For the cost report element, at a high-level view, this takes the overall reported vehicle cost, the accuracy level estimation from the cost judges of the report, focusing only on a specific subset of systems, and the documentation level for a specific system or group of systems, which is then ranked to determine the final score for the team. The cost scenario and cost challenge are both determined at the discretion of the cost judge based on a set of criteria made surrounding the elements expected for the specific event subsection section.

COST EVENT RUNTIME BRIEF:

Teams are allocated in 1-hour slots for the cost event, split in 4 streams. These allocations are randomly generated, with no preference provided for any team. Teams must attend and present during this allocated slot, no provisions for changes in allocation or runtime changes are allowed, excluding exceptional circumstances. The first 7.5 minutes of this time is allocated for teams to set up the area for the cost event, including partial disassembly of vehicle to show obstructed components or areas otherwise not visible. Due to parallel scrutineering activities, teams competing in the Electric or Autonomous classes do not need to come with an accumulator present in their vehicle, but the rest of the vehicle should be as complete as possible. Teams then have 45 minutes to complete the cost event, presenting their cost scenario result, the cost challenge, and challenging any points of contention from their specific cost accuracy sheet. Once the team has finished their cost event activities, or if the 45 minutes concludes, teams are expected to fully vacate the area in the remaining 47.5 minutes of their allocated slot. If a team is still presenting at the 40-minute mark, they will be advised they have 5 minutes left. The event will hit a hard stop at the 45-minute mark.

COST EVENT PERSONEL AND EQUIPMENT CONSTRAINTS:

For both safety and mobility purposes, teams are not to have more than 8 team members in the judging area at a time during the cost event activities (i.e. after setup and before pack down). Teams may setup sun or rain protection structures immediately at the front of the cost judging bay, however, must ensure that movement in the general area is not affected for both their team members, adjacent judging bays, nor the cost judging team. Teams may swap out team members as required to best complete the cost event. There is no allocated structure for how a team presents, and it is the expectation of the cost team that any resources or persons needed for the cost judging are present as the team requires them.

7.3 PRESENTATION EVENT - DRAFT

Event Captain: Vincent Chu

The Presentation Event assesses the ability of teams to create a business case for their vehicles to demonstrate their fit within the motorsport landscape of Australia.

The presentation should address the marketability, manufacturing feasibility and profitability of their design, and include an understanding of the marketplace and target audience.

Teams will present themselves in the judging area at the time designated in the static events schedule. Each team will be assigned a 40-minute slot that includes time for equipment setup, presentation, Q&A deliberations between judges and feedback to the teams.

CONCEPT AND DELIVERABLES:

Refer to the Presentation Event Concept published on the FSAE-A website for outline of the Concept, Deliverables and Sample Judging Questions - Link: www.saea.com.au/rules-documents-templates

- Refer to the Presentation Event webinar available at www.saea.com.au/formula-saea-webinars
- Additional information on what makes a winning presentation will be available at www.saea.com.au/rules-documents-templates no less than one month before the event.

EQUIPMENT:

- While there is a projector available, teams are required to bring their own equipment including any cables, adapters, USB sticks and laptops required to run their presentations.

TIPS FOR A GOOD PRESENTATION:

- Ensure your presentation does not exceed the allocated time.
- Spell check all documents, and dress appropriately for the event.
- Know your material - practise your presentation beforehand and avoid reading directly from note cards and from the presentation itself.
- Consider alternative options if equipment fails, e.g., have a spare laptop.
- Ask someone from your team to video the presentation and the judges' comments.
- Select presenters who are charismatic and good at public speaking.

ADDENDUM:

Teams are reminded of the Addendum for FSAE-A which adds the following additional clauses:

Clause S.2.3: At the Australasian Event, teams are allocated a period of 10 minutes for the team's initial presentation. Teams should try to operate within this allocation, and Points will be deducted for significant variations as follows:

- A presentation duration exceeding 10 minutes will incur a penalty of 2 points;
- A presentation duration exceeding 12 minutes will incur a penalty of 4 points, and will be stopped by the judges; and
- Any content presented outside the allocated 10 minute period will not be considered for judging. Note the Q&A portion of the event is designed only to judge the team's ability to respond to questions and does not represent an opportunity to provide additional content to supplement the initial 10 minute presentation.

Clause S.2.10: At the Australasian Event, teams are required to supply a recording of their 10 minute presentation to FSAE-A via the www.saea.com.au/submit-documents, within 2 hours following the completion of their allocated timeslot in the Event Schedule. Non-compliance will incur a penalty of 2 points. FSAE-A will:

- Share these recordings amongst Business Presentation judges only to support standardisation of scoring; and
- Upload the top three scoring presentations to the FSAE-A website following the competition to support transparency.

Clause S.2.9: Teams which do not meet the concept as required by S.2.2.3, may be penalised up to 50% of the score available. The initial scoring rubric may be marked to a maximum score other than 75 points. The final scores will be adjusted so that the highest scoring team(s) will be awarded 75 points, and all other scores will be adjusted in the same ratio, according to the formula:

Final Score = SR (your) x 75/SR (max), where SR (your) is your team's initial score from the rubric and SR (max) is the score of the team(s) achieving the highest initial score from the rubric.

JUDGING:

A group of up to four judges will score each team based on the Business Presentation Scoring Rubric, which can be reviewed at www.saea.com.au/rules-documents-templates. This scoring rubric breaks the scoring down into five categories: content, organisation, delivery & visual aids, and questions. The combined scores of the judges may be adjusted to account for variations between different judging groups as part of the scoring standardisation process. There will be up to four streams of judges at this year's event. The judges will rotate through the various streams throughout the day. The judges will also convene periodically throughout the day to discuss the presentations they have seen so far and discuss any outliers in the scoring. This system has been developed to ensure fairness in judging and to help eliminate bias.

Each judging panel will have a stream leader who will collate scores and feedback and run the session.

08 Dynamic Events

8.1 DYNAMIC EVENTS OVERVIEW - DRAFT

DYNAMIC EVENT REQUIREMENTS:

- A minimum of four drivers are required by each team to compete in all dynamic events.
- Each driver may compete in a maximum of three dynamic events.
- Any individual driver cannot compete in both 'heats' of any dynamic event.
- Endurance/Efficiency counts as two events with the two events run simultaneously.

GENERAL PROCEDURES FOR ALL DYNAMIC EVENTS - STARTING AREAS AND GATES:

- For all Dynamic Events at the Australasian Competition, a physical "Gate" will apply in the Staging area.
- The running times for all events as listed in the Handbook may be modified on the actual day subject to circumstances. The latest timing will be announced/displayed at the start of each day.
- Teams should present for each event as soon as ready and/or in accordance with any advised schedule. When ready to run they should enter the Staging Area and will be classified as "Inside the Gate". No work other than adjustments not requiring tools may be performed on the vehicle inside the gate. If any work is subsequently required, the vehicle must be taken outside the gate.
- Closing of the event will proceed via announcements that the gate is closing 15 minutes before closure and at 5 minutes before closure. It is the responsibility of teams to ensure they are aware of these times.
- All vehicles inside the Gate and capable of running at the time of closure will be allowed to compete. Vehicles not inside the Gate in a ready to run condition at the Closure time will forfeit their right to compete or undertake any further runs in that event.

YELLOW FLAG:

- The driver is to slow to a walking pace (10km/h) in the yellow flag zone and may go off course to avoid the stopped vehicle and recovery team without incurring a penalty.
- A driver may be directed by a member of the recovery team to go off course to get around the stopped vehicle.

RED FLAG:

- The driver must stop immediately on the track and remain in the vehicle, except in the case of a Vehicle Fire. The engine may be stopped if deemed necessary by the driver.
- The driver will be directed by a person approaching and talking to them when it is safe to return to the pit area at a walking pace.

BLACK FLAG:

- The driver must immediately enter the pits on the lap that you are shown the black flag. Unlike other forms of motorsport, you do not have three laps to serve the black flag.
- A driver will be given a black flag for either bad driving or an unsafe vehicle.
- A rolled black flag pointed at the driver will be an early indication of driving that may result in a black flag.

In cases of excessive non-compliance with safety related flag directions, specific penalties will be applied to teams whose drivers are assessed as not complying with flag directions. These will be assessed by the officials but if a penalty is assessed as being required, the penalties will generally range from 5 to 40 seconds and up to disqualification for major safety/Black Flag infringements. Additional Post Endurance penalties may be applied post-event as covered under Clauses D.14.2 and D.14.3. Refer to the **Addendum.**

PENALTIES FOR FLAG VIOLATIONS:

In cases of excessive non-compliance with safety related flag directions, specific penalties will be applied to teams whose drivers are identified as not complying with flag directions. These will be assessed by the officials but if a penalty is assessed as being required, the following penalties will generally be applied:

- Failing to pull into the passing diversion under a Blue Flag direction – 5 Second penalty per flag point and/or up to a Black Flag.
- Failing to slow down under a Yellow Flag direction – 10 seconds per flag point.
- Failing to Stop under a Red Flag direction – 40 seconds per flag point and/or disqualification.
- Failing to obey a Black Flag – will be assessed on number of non-compliances but may be held in the driver change area and could result in added time penalties and may include disqualification.

VEHICLE FAILURE OR STOPPAGE:

- If your vehicle fails/stops on the circuit, you are to remain in it until the recovery crew arrives.
- The driver has up to two minutes from the vehicle stopping to restart the engine/electric motor(s) before the vehicle will be removed from the circuit.
- If you are pushed from the circuit, please steer the vehicle to the centre of the track unless directed otherwise by the recovery crew.
- Try to get the vehicle into neutral or hold in the clutch to assist the recovery crew to push you from the track.
- The steering wheel should be left with the vehicle.
- Once out of the vehicle, remove your helmet, gloves and open your clothing to reduce heat stress.

VEHICLE FIRES:

- If your vehicle is on fire, exit immediately and move away towards the centre of the track.
- A vehicle fire will result in a red flag.

CLARIFICATION ON TYRES, COMPOUNDS AND CHANGES:

- Teams should have two sets of tyres - a Dry set and a Wet set.
- Within each vehicle set, the tyres do not have to be identical composition or size;
- Teams can have extra Dry or Wet tyres, but they must not introduce any difference to the basic sets of tyres as approved at Technical Inspection; a new compound or size cannot be introduced on any spare tyres that is put onto the vehicle. The replacement tyre must be identical to the tyre it is replacing on the vehicle at that particular corner of the vehicle.
- If there is a difference in tyres within a TI approved set of Dry (or Wet) tyres, then, if replaced, each tyre must maintain that same combination as presented at TI.
- So, if the following exists at TI, then any front tyre must be replaced with an A and a rear tyre with B; an A tyre cannot replace a B tyre or vice-versa.

Vehicle Position	Front LH	Front RH	Rear LH	Rear RH
Tyre Type	A	A	B	B

8.2 PRACTICE TRACK

Event Captain: TBA

- Teams will be allowed to practice on a first come, first served basis. The driver has a maximum of five minutes to perform test manoeuvres within the track limits.
- Vehicles will not be permitted to enter the Practice Track unless all inspection stickers are displayed on the vehicle, or the team has been given dispensation by the Clerk of Course.
- Operation of the Practice Track in damp conditions is at the discretion of the Clerk of Course.
- If the vehicle sustains any damage, the TI sticker will be removed.

8.3 ACCELERATION EVENT

E**vent Captain:** Nathan Tarlinton

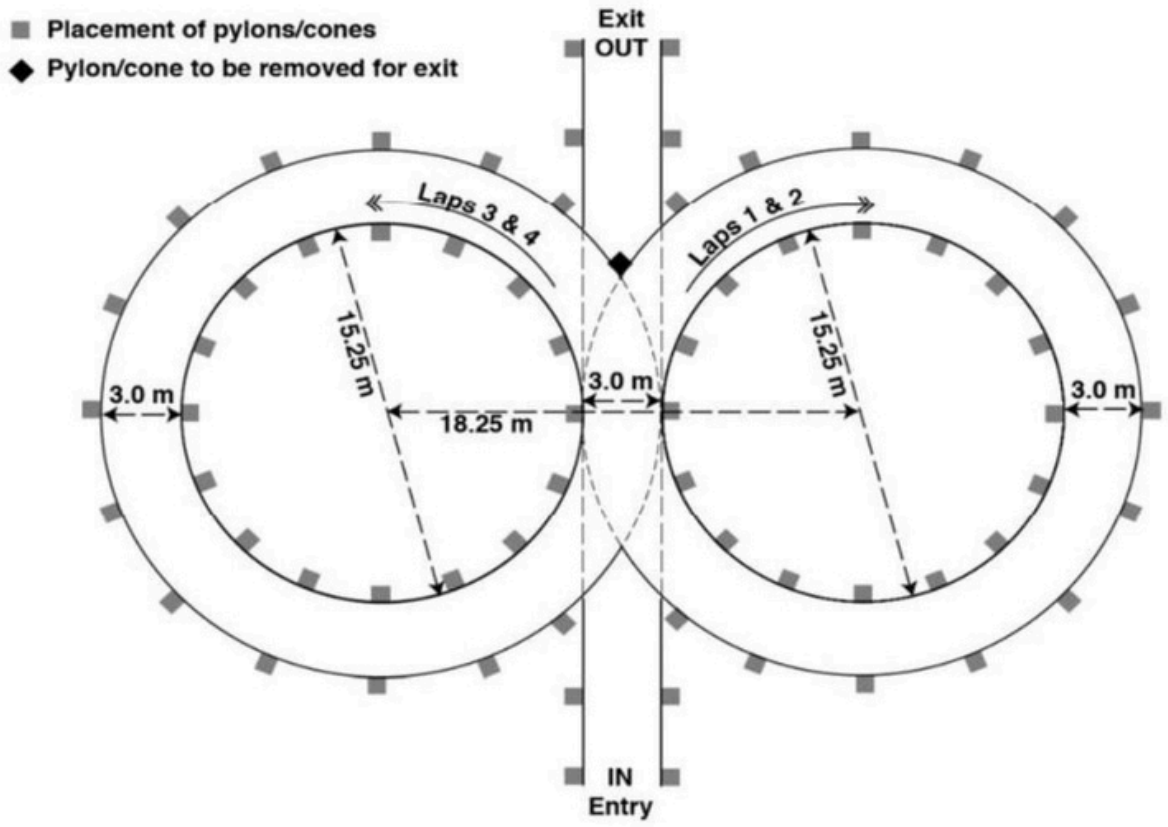
- Event will be held on the track adjacent to the drag strip. Vehicles will double back using the dedicated lane defined by cones next to this track.
- A maximum of two drivers can compete in the event, with a maximum of two-timed runs per driver.
- Run order will be based on a randomised order, published before the event. There will be a start time for Driver 1 and Driver 2, split equally across the event open time. Teams that are not ready-to-run when scheduled may be penalised.
- After the first timed run, the driver has the option of taking a second timed run or leaving the staging area. Driver changes are not permitted inside the staging area.
- Gate closure will occur 30 minutes before the listed event closure. Teams must be lined up by 30 minutes before the event closure to complete one final timed run but may forfeit this if they are not ready-to-run within 30 seconds of being directed, as judged by the Clerk of Course. Discretion may be exercised for teams that have completed two timed runs or less.
- No work may be performed on vehicles inside the staging area. Teams must exit the staging area, perform the work, and then return to the back of the line.
- A two-second penalty will be assessed per cone knocked down or out of position.
- The tyre pressure must be set at or below the manufacturers maximum or recommended pressure

8.4 SKID PAD EVENT

Event Captain: Nathan Tarlinton

A maximum of two drivers can compete in the event, with a maximum of two-timed runs per driver.

- Run order will be based on a randomised order, published before the event. There will be a start time for Driver 1 and Driver 2, split equally across the event open time. Teams that are not ready-to-run when scheduled may be penalised.
- After the first timed run, the driver has the option of taking a second timed run or leaving the staging area. At the completion of the driver's second timed run, the vehicle must exit the staging area and return to the back of the line. Driver changes are not permitted inside the staging area.
- Gate closure will occur at 30 minutes before the listed event closure. Teams must be lined up by 30 minutes before the event closure to complete one final timed run but may forfeit this if they are not ready-to-run within 30 seconds of being directed, as judged by the Clerk of Course. Discretion may be exercised for teams that have completed two timed runs or less.
- No work may be performed on vehicles inside the staging area. Teams must exit the staging area, perform the work, and then return to the back of the line.
- A two second penalty will be assessed per cone knocked down or out of position.
- Off Course; Vehicles which run Off Course, will receive a DNF for that run. Vehicles that stall or spin out may continue if they have not gone Off Course.
- Incorrect Laps; Vehicles that run an incorrect number of laps, or run the laps in the wrong sequence, will receive a DNF for that run.



8.5 AUTOCROSS EVENT

Event Captain: Nathan Tarlinton

- The Autocross event will be held on the north end of the main race circuit, using a shortened version of the same course layout as the Endurance Event. Four or more vehicles may be on circuit at any given time.
- A maximum of two drivers can compete in the event, with a maximum of two-timed runs per driver.
- Vehicles will run from fastest to slowest based on the Skid Pad Event times set.
- Any vehicle that stops on track during the event will not be recovered to the pit area. The recovery crew will instead move the disabled vehicle to a safe location adjacent to the circuit. The Clerk of Course may authorise vehicle recovery during an extended period of stoppage.
- Yellow or red flags will be used to address any circumstances which affect the safe running of the event. Vehicles which are completing timed runs and have been adversely affected, as judged by the Clerk of Course, may be given the opportunity to re-run their timed lap.
- Vehicles that are not ready to commence a timed run within 30 seconds of being directed, as judged by the Clerk of Course, may be asked to exit the staging area, and return to the back of the line.
- No work may be performed on vehicles inside the staging area. Teams must exit the staging area, perform the work, and then return to the back of the line.
- A 2 second penalty will be assessed per cone knocked down or out of position. A 20 second penalty will be assessed for going off course and not re-entering at a point prior to the missed gate. Missing one or more gates of a given slalom counts as a single off course penalty. All cones can be scored as penalties, including those before the start line and after the finish line.

8.6 ENDURANCE & EFFICIENCY EVENTS

Event Captain: Nathan Tarlinton and Jason Treloar

- The event will be held on the north end of the main race circuit using an extended version of the same course layout as the Autocross Event. Four or more vehicles may be on the circuit at any given time.
- Two drivers must compete in the event, with a driver change taking place mid-event.
- Vehicles will run from fastest to slowest based on the Skid Pad Event times set.
- Teams that are not ready to run when scheduled will be penalised two minutes and may then run at the discretion of the Clerk of Course. Discretion may be exercised for EV class teams who are running out-of-order due to charging limitations. Teams are solely responsible for being ready to run when scheduled.
- Vehicles that are not ready to commence a timed run within 30 seconds of being directed, as judged by the Clerk of Course, may incur a time penalty.
- Gate closure will occur 30 minutes before the listed event closure, with a hard event closure at the listed time. Teams must be lined up 30 minutes before the event closure to compete in the event but may forfeit this if they are not ready to run within 30 seconds of being directed. The event closure time may only be extended if exceptional circumstances exist, at the discretion of the Clerk of Course.
- Any vehicle that stops on track during the event will not be recovered to the pit area. The recovery crew will instead move the disabled vehicle to a safe location adjacent to the circuit. The Clerk of Course may authorise vehicle recovery during an extended period of stoppage.
- No work may be performed on vehicles inside the staging area. Teams must exit the staging area, perform the work, and then return to the back of the line.
- A 2 second penalty will be assessed per cone knocked down or out of position. A 20 second penalty will be assessed for going off course and not re-entering at a point prior to the missed gate. Missing one or more gates of a given slalom counts as a single off-course penalty. All cones can be scored as penalties, including those before the start line and after the finish line.

EFFICIENCY FOR IC CLASS: Efficiency will be calculated based on the energy of the fuel consumed. The vehicle will start the Endurance Event fuelled to the ‘full’ mark and will be refuelled to the same mark after being released from Parc Ferme.

EFFICIENCY FOR EV CLASS: Electrical energy consumption will be measured by an energy meter supplied by the organisers. The electrical energy consumption and accumulator temperature data will be downloaded by an official during Parc Ferme.

8.7 AUTONOMUS VEHICLE DEMONSTRATION

Event Captain: Nick Owen

- The 2026 AV demonstration will consist of scrutineering including EBS test, AV design lite and dynamic track drive.

- Teams wishing to participate in the AV demonstration should note that all vehicles will need to comply with FSAE-A general rules, Formula Student AV rules and the Local Addendums. AVs participating in the demonstration event will need to progress through all scrutineering stages as detailed in the rules, including an autonomous EBS Test.

- As this year will be a Demonstration Event only, any teams who feel they cannot comply with any part of these rules will need to submit a Rules Enquiry, in the normal way, ahead of the event so that officials can consider what, if any, discretion can be given to that team, noting that compromising safety will not be accepted. The Vehicle Status Video (VSV) is required and submission of the VSV shall be made no later than 2 weeks prior to the commencement of the 2026 FSAE-A competition. The video shall contain sequences detailed in FS Rules A5.6.2.

- Teams must supply their own CAN data logger cables and ensure that the cable is fitted to their vehicles prior to AV scrutineering. Data logging equipment will be connected during AV scrutineering and will remain with the vehicle until the last dynamic AV event.

- No work may be performed on vehicles inside the staging area. Teams must exit the staging area, perform the work, and then return to the back of the line.

8.8 PARC FERME

Event Captains: Lloyd

PREAMBLE: All vehicles must present to the Parc Ferme area at the end of their Endurance Event whether they finish the event or not. This provides an opportunity for the committee to retrieve track Transponders and Energy Meters from each vehicle, and for officials to check thermal strips and confirm each vehicle competed in the same form as was presented in the Design Event and at Technical Inspection.
The Clerk of Course or TI Captains may also require any vehicle to attend Parc Ferme following any other dynamic event at their discretion.

ENTRY: Before entering Parc Ferme, teams may not work on their vehicle, change its settings, or communicate with it in any way (including wireless transmission). To enter Parc Ferme, after either successfully crossing the finish line, or after the vehicle is retrieved from the track at the end of the Endurance event, drivers will:

- Drive their vehicle into the track marshalling area at walking pace.
- Shut down the vehicle in a safe place and activate the kill switch.
- Remain in the vehicle until their vehicle is escorted by an official to the Parc Ferme area.

PROCESS: While in Park Ferme, vehicles will complete the following processes:

- TI at the discretion of the Parc Ferme Captains.
- Track transponders will be removed by officials.
- For EV vehicles, teams will remove their Energy Meter systems (EM box and CT box) from their vehicles under the supervision of an official.
- For EV vehicles, teams will disassemble their car as much as is required to allow the accumulator thermal strip to be viewed by a parc ferme official.
- IC vehicles that have successfully completed their Endurance event will be escorted to the refuelling station and refuelled under the direction of an official. These cars will then be escorted back to the Parc Ferme area for any further inspection that may be required.
- If any issues are identified during the Parc Ferme process, the vehicle will be impounded for detailed inspection and/or teardown.

EXIT: Once all Parc Ferme processes are completed, and signed off by an official, teams will return their released car to their pit. Note that a team's results for all events will remain provisional until their vehicle has been released from Parc Ferme.

PENALTIES: A vehicle failing Parc Ferme will be subject to penalties up to and including disqualification from all dynamic events.

- Vehicles may be inspected at random or at the specific interest or concern of officials.
- Any reasonable measuring devices may be used in accordance with the practice at TI, Noise Test and/or Fuel Station.
- Any aspect of the vehicle may be checked against the rules, regardless of whether the aspect is included on the TI schedule or not.

TI does not cover all areas of the rules, nor the full detail of all rules. However, the onus is always on the competing teams to ensure that their vehicle is in complete compliance to the rules, always during the event.

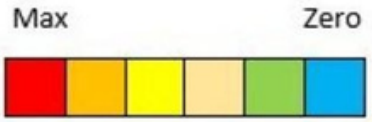
The following process will be applied for assessment of non-rules compliant conditions:

1) A non-compliant condition (NCC) is identified on a vehicle.
2) Is the NCC an item which was checked at TI? (Yes = Code TY, No = Code TN)
3) The NCC probably occurred because of deliberate action rather than just due to vehicle operation without deliberate action (Yes = Code DY, No = Code DN)
4) The NCC is an item which could affect vehicle performance? (Yes = Code PY, No = Code PN)
5) The NCC is an item which could affect vehicle safety? (Yes = Code SY, No = Code SN)

INDICATIVE PENALTY MATRIX

	TY		TN	
	DY	DN	DY	DN
PY				
PN				
SY				
SN				

HIERACHY OF PENALTIES



RED: Disqualification.

ORANGE: Even though not measured at TI, for apparently deliberate NCC's which affect performance or safety, it is appropriate to apply a significant penalty as vehicles must be within the rules, regardless of whether it is something that was checked at TI. The greater the level of variation, the greater the penalty that will be applied. For small variations in a dimensional item, a base penalty of 50 points will be applied. For more significant deviations from the rules, additional penalties will be applied. Additional penalties of either 50 points or 75 points will apply, dependent on the NCC being classified as minor or major by the officials.

YELLOW: For apparently non-deliberate NCC's but which do affect performance or safety, it is appropriate to apply a meaningful penalty as vehicles must be maintained within the rules, and as checked at TI. The greater the level of variation, the greater the penalty that should apply. Very small variations to a measurement at TI, this will be ignored as an NCC if the officials regard it as within reasonable measurement and repeatability errors. A minimum penalty of either 75 points or 100 points will apply, dependent on the NCC being classified as minor or major.

SALMON: This code covers the group of actions whereby deliberate actions have been taken to create a variation to the rules for some reason, but there is no apparent performance advantage or adverse safety implications. This also covers items which may affect performance or safety, but were not identified prior to Parc Ferme, and which appear not to have arisen from deliberate action. Because of the resultant potential advantageous effect, and non-compliance with the rules and/or safety during the event, a team will receive a flat penalty of 50 points.

GREEN: Items checked at TI, and which have changed with usage or repairs or operation of the vehicle, but no performance or safety effect results. However, teams should ensure their vehicles remain fully compliant with what was checked at TI, and a flat penalty of 25 points will be applied.

BLUE: Will result in no first-time penalty for the team. However, if a similar NCC occurs in the next year's event, then a penalty will be applied.

09

Vehicle Shipping & Supplies

9.1 VEHICLE SHIPPING

These procedures serve as a starting point for international teams shipping vehicles to Australia. Please consult with your shipper or freight forwarder to ensure your shipment meets their specific requirements. You should also ensure your shipment complies with all relevant Australian Customs regulations.

Shipping any car may be considered hazardous by the Federal Aviation Administration (FAA). The shipment may be inspected and must be signed off by someone trained in HazMat shipping. Please make sure you fully inform your shipper/freight forwarder of the contents of your shipment to avoid potential complications.

GENERAL RECOMMENDATIONS: Ship early to ensure your vehicle arrives on time for the competition and use a reputable agent who has experience in moving such freight. We recommend you also engage someone on-the-ground in Australia who can handle the customs clearance and serve as a point of contact. SAE-Australasia staff cannot provide advice on shipping, customs regulations or visas.

INBOUND SHIPMENTS: All labels and documents associated with the shipment must show the team or university as the receiving party. Do not ship your vehicle with either the organiser or competition site listed as the receiving party. Neither SAE-Australasia or The Bend will execute customs or shipping documents of any type.

Use the following address for all inbound shipments:

[Insert name of your university] The Bend Motorsport Park - 543 Dukes Highway, Tailem Bend, SA 5260

Please provide SAE-Australasia (formulasae@sae-a.com.au) with the details of your shipment at least one (1) week in advance so we can advise The Bend staff.

CUSTOMS AND SHIPPING PAPERWORK: All paperwork, documentation and/or forms required for inbound/outbound shipping or customs clearance must be completed and supplied by the school/university. SAE-Australasia or The Bend staff cannot prepare any shipping documents for inbound or outbound shipments. All paperwork is the sole responsibility of the team.

CUSTOMS REGULATIONS: It is the responsibility of the team to adhere to all Australian Customs regulations. All inbound shipments are subject to Australian Customs inspections.

TEAM CONTACT: To provide support services for inbound/outbound shipments, and especially to resolve any problems that might arise, each team must provide the names and mobile phone numbers of the Team Captain and the Faculty Advisor.

DAMAGED SHIPMENTS: Inspecting shipments and reporting and documenting damage to the shipment is the sole responsibility of the receiving team. Neither SAE-Australasia or The Bend is responsible for damage to your shipment from any cause, including negligence.

SHIPPING CONTAINERS: Shipping crates/containers must have hi-low forklift access from ends and sides. The shipping crate/container must fully enclose the car. The base of the container must be strong enough to support the entire weight of the shipment when it is being picked up, rotated and moved by a fork-lift or similar equipment. Be aware that containers are likely to be stored outside and should be weatherproof. Wood containers must be of insect resistant or treated materials suitable for international transportation. Wood crates, containers and pallets should be screwed or bolted together.

SHIPPING CONTAINER MARKING: All shipping containers must have the school's name permanently and clearly marked.

CRATING AND UNCRATING: Crating and uncrating is the sole responsibility of the team. Do not pack the tools you need to open the crate inside the crate itself.

UNLOADING AND LOADING: Loading and unloading is the responsibility of the teams. The Bend has a forklift available during business hours for loading/unloading. This should be pre-arranged prior to delivery of the shipment. No team will have access to their vehicle on-site at The Bend prior to the Monday of the event. Teams will however be allowed to unload their vehicle on-site but not unpack prior to Monday.

OUTBOUND SHIPMENTS: All shipments must be properly packed in the containers and labelled before the team leaves the site on Friday. It is each team's responsibility to schedule the pick-up of your outgoing shipment and prepare all the paperwork. All shipping and customs forms must be filled out by team/university representatives. It is a requirement that the return freight is arranged prior to departing from your home city for the event. The Bend personnel are not permitted to make arrangements for export shipping and scheduling.

REQUIRED INFORMATION FOR ALL SHIPMENTS: You must email the information, for both inbound and outbound freight, as outlined below to the event organisers (formulasae@sae-a.com.au) at least one week before your shipment is scheduled for delivery or pick-up. Please provide the following information:

Inbound Shipment

- Shipping company.
- Shipping company contact name.
- Phone number and email.
- Scheduled arrival date/time for inbound shipment.
- Shipment/shipper identification number.

Outbound Shipment

- Shipping company.
- Shipping company contact name.
- Phone number and email.
- Scheduled date/time for outbound pick-up.
- Shipment/shipper identification number

9.2 EQUIPMENT SUPPLIERS

Tailem Bend Hardware
105 Railway Terrace, Tailem Bend SA 5260
0885723284
Opening hours:
Monday-Friday: 8am-5:30pm
Saturday-Sunday: 9am-1pm

Repco Auto Parts Murray Bridge
207 Adelaide Rd, Murray Bridge SA 5253
0885321066
Opening hours:
Monday-Friday: 8:30am-5:30pm
Saturday: 8am-4pm
Sunday: 10am-4pm

Supercheap Auto Murray Bridge
Shop 2/136 Adelaide Rd, Murray Bridge SA 5253
0875016610
Opening hours:
Monday-Friday: 8:30am-5:30pm
Saturday: 8:30am-5pm
Sunday: 9am-4pm

Bunnings Murray Bridge
109E Maurice Rd, Murray Bridge SA 5253
0885319400
Opening hours:
Monday-Friday: 6am-9pm
Saturday: 7am-5pm
Sunday: 9am-5pm

Autopro Murray Bridge
12 Hill St, Murray Bridge SA 5253
0885323618
Opening hours:
Monday-Friday: 8:30am-5:30pm
Saturday: 8:30am-11:30am
Sunday: Closed

10 Volunteer Information

10.1 VOLUNTEER GENERAL INFORMATION

Thank you for serving as a volunteer at the Formula SAE-Australasia event. This event is conducted by SAE-Australasia under a Motorsport Australia (MA) permit and the MA OH&S policy. This policy can be viewed on the MA website (motorsport.org.au) or at Administration. You are involved as an official by your own choice, and must bear responsibility for your own welfare, as well as those around you.

The following people serve as key points of contact, and will be happy to assist you:

- **Angela Krepcik:** Volunteer Coordinator and SAE-A General Manager
- **Adrian Feeney:** Event Manager
- **Nathan Tarlinton:** Clerk of Course/ Protest Committee
- **Rose De Amicis:** Event Administration

If in doubt, ask one of the volunteers in an orange safety vest with the title on their back **"EVENT COMMAND".**

VOLUNTEER SIGN-IN: All volunteers must visit Administration to sign-in upon arrival each day.

MOTORSPORT ANTI-DOPING POLICY: All officials must comply with the motorsport anti-doping policy. Do not take any drugs (including alcohol) which may affect your attention and judgement. The MA policy states that officials may be subject to random drug and/or breath testing at any time during an event. This regulation serves as the required 24-hour notice. The consumption of alcohol by drivers, crew and officials is forbidden until the conclusion of the event, and spectators are forbidden to take or consume alcohol onsite.

EVENT SCHEDULE: All volunteers must attend their allocated event(s). This information can be found inside Administration. Although you have been allocated a specific role, you may be asked to perform other activities. Your flexibility and cooperation will be greatly appreciated.

MISSED BRIEFINGS: If you miss a briefing, please report to your Event Captain before commencing your duties.

MEALS: Volunteer meals will be served each day in the volunteer area, inside the welcome centre, adjacent to administration. Please refer to your event guide for the meal break times. Please advise the Volunteer Coordinator if you have any special dietary requirements.

PERSONAL BELONGINGS: We cannot facilitate the storage of bags and valuables. Please bring only what you need and leave other items in your vehicle.

SMOKING: Smoking is only permitted in the designated smoking area.

REPORTING INJURIES: If you are injured or become ill, please report it to your Event Captain immediately. All injuries/illnesses must be reported to a medical officer so that they can be identified, checked, recorded, and appropriate care administered. If at any time you are unable to carry out your duties because of personal limitations or because of ill health, please report to your Event Captain or the Event Manager.

EVENT CHECK-IN: Please use the following guidelines when commencing at your allocated event:

- Check the general area and equipment.
- Report any problems, apparent danger, concerns or shortages to your Event Captain.
- Read and understand all equipment instructions (e.g. fire extinguishers).
- Discuss the duties and experience of each volunteer and their general location during events. Please give thought to the need for all volunteers to be protected by safety barriers and debris fences where appropriate for the dynamic events.
- Discuss the location of equipment, which should be placed where visible and available to others but not in anyone's way.
- Plan escape routes in conjunction with the other volunteers and discuss warnings to be given to each other if necessary (e.g. whistles or hand signals).
- Locate equipment and personal belongings where they will not delay your escape by blocking an escape route or by causing falls.

HOT TRACK GUIDELINES: Your prime consideration must be to protect yourself from danger, then your fellow volunteers, then the drivers and any others in trouble. Do not move in front of barriers unless instructed to do so by a senior volunteer, or unless your duties require you to do so.

- Unless your specific duty requires it (e.g. flag volunteers while flagging) do not station yourself in or behind any gaps in the primary protection barrier, nor in any position less than 1m on either side of any such gaps.
- At all times, stand up, remain alert and face the oncoming traffic unless your specific duty requires otherwise (e.g. yellow flag volunteer). Do not congregate in such a manner that access along the volunteer zone is unduly restricted.
- Do not lean on guardrail, concrete blocks or debris fences - they are designed to move when hit by vehicles.
- No smoking is allowed at any time.
- Be always prepared for fast moving traffic of any nature.
- If an incident occurs in your vicinity, protect yourself from flying debris by turning or moving away or dropping below barriers as time and circumstances permit. Be prepared to use pre-planned escape routes. Warn your fellow volunteers.
- Be aware that running fuel fires can pass under the barriers.

10.2 VOLUNTEER SAFETY

SAFETY: If you see something unsafe, or if you are uncertain about something, then please bring it to the attention of Administration, or one of the above-mentioned people. Please also ensure you drink plenty of water and apply sunscreen regularly. Water and sunscreen will be available in all event locations. A hat and long sleeve shirt are also recommended. High-visibility vests must be worn at all times while on duty and will be supplied by the event organisers. Event captains will discuss the safety of individual events with their volunteers prior to commencement.

RIDING ON BACK OF VEHICLES: It is not permitted to ride on the back of any recovery vehicle or other vehicle, or on any trailer, unless this is necessary for the proper performance of their duties, such as the recovery of a vehicle or distribution of food and equipment. Otherwise, all occupants of vehicles must be seated and wearing a seat belt.

OPERATING ON TRACK: Please use the following guidelines when operating on track:

- Check the movement of volunteers and vehicles around you.
- Take care when moving from behind barriers and try to always approach any incident with the oncoming traffic in front of you.
- Be aware that dirt or extinguisher clouds can prevent you from seeing oncoming traffic and also prevent them from seeing you.
- Where possible keep a stopped vehicle between you and oncoming traffic (but not between a stopped vehicle and close-by barrier).
- Do not stand close to any stopped vehicle during competition, even if behind barriers, because of chance of debris if the stopped vehicle is hit by another vehicle.
- Remain exposed for the minimum time necessary to complete your task then get back behind the barrier.

COLD TRACK GUIDELINES: Please use the following guidelines when operating on a cold track:

- Relax but ensure that some volunteers at the post remain alert and watchful.
- Use the time to check equipment and the track.
- Be ready to come to attention immediately if circumstances change.
- Be prepared for traffic to approach from any direction.
- Protect yourself from extremes of weather, sunburn, hearing damage, dust and dirt in your eyes. It is recommended that you wear sunglasses or suitable eye protection. Wear suitable footwear for your duties and gloves if you are likely to be handling hot or sharp material.

Note: *Each volunteer must remain responsible for their own welfare. Sunscreen is provided, but please make sure to bring a hat with you.*

10.3 VOLUNTEER CODE OF CONDUCT

FORMULA SAE-A VOLUNTEERS FOR STATIC EVENTS CODE OF CONDUCT

All volunteers should recognise that we are here to develop and inform students, and help them prepare for real life challenges, should they continue their studies or are about to enter the workforce.

Volunteers should show no discrimination or favouritism towards the quality of vehicles or individual backgrounds of any team member. Naturally, we realise that conversations with teams in their first year of competition may differ from the more experienced teams.

CONDUCT OF VOLUNTEERS – OUR EXPECTATIONS:

1. Officiate in strict accordance with the competition rules including the local addendum.

2. Behave in a positive and courteous way during all interactions with event participants, officials and visitors.

3. Ensure that questions are structured to evaluate the depth and breadth of the students' knowledge and help them expand technically and personally (note that we are not there to catch them out!).

4. If you are a static event judge, only conduct activities witnessed by at least one other event official.

5. Deliver any feedback in an open and constructive manner relevant to all teams (where possible).

6. Only judge teams during the allotted time for that team - any judging activities conducted out of allotted times or outside assigned area of expertise must be avoided, unless requested by the team for clarification and in accordance with points 2, 3, 4 & 5.

7. Take proactive action to avoid any conflicts of interest and declare to the Event Captain if in doubt.

8. Uphold the best interests of the event, fellow officials and organisers, sponsors and participants, both during the event and in public forums beyond the event.

9. Under no circumstances are any volunteers or judges able to communicate results to the teams directly.

10. Actively encourage and train understudies to ensure continuity of the required skill sets.

11 Exploring South Australia

11.1 FOOD RECOMMENDATIONS

CAFES & BAKERIES:

- Railway café Tailem Bend: 85 Railway Terrace (photo)
- Tailem Bend Bakery: 61 Railway Terrace
- Little Local Co: 44a Standen St
- Luogo: 56 Bridge St

TAKEAWAY:

- Hungry Jack's Burgers Motorsport Park: 543 Dukes Hwy
- Subway: 32 Princes Hwy
- KFC Murray Bridge: 36 Adelaide Road
- Prix pizza: 59 Railway Terrace (photo)
- HWY-1 Café Pizzaria: 20 princes HWY

RESTAURANTS:

- Tailem Tandoor: 73 Railway Terrace
- The Mustard Seed – Murray Bridge: Shop 26/3 Swanport Rd
- Kimura Sushi – Murray Bridge: Shop 10/21-53 South Terrace
- Imperial Chopsticks - 20 south Terrace

PUBS:

- Tailem Bend Hotel- Liquor legends: 77 Railway Terrace
- Apex Bar x Dining: 543 Dukes Hwy
- Wellington Hotel: 27 Mason St, Wellington

11.2 MORE TO EXPLORE IN SOUTH AUSTRALIA - INNOVATION DISTRICTS

TONSLEY INNOVATION DISTRICT

Tonsley Innovation District is a leading hub for advanced manufacturing, engineering, and technology. It brings together startups, global companies, and researchers in a collaborative environment. Visitors can experience cutting-edge innovation and see how ideas are transformed into real-world solutions.

LOT FOURTEEN

Lot Fourteen is a dynamic innovation precinct focused on space, defence, and emerging technologies. It combines historic architecture with modern facilities, creating a unique and inspiring environment. Visitors can explore a hub of creativity, entrepreneurship, and technological advancement.

ADELAIDE BIOMED CITY

Adelaide BioMed City is a major health and life sciences precinct, integrating research, education, and clinical care. It is one of the largest of its kind in the Southern Hemisphere. The precinct highlights Adelaide's role in driving cutting-edge medical innovation.

WAITE RESEARCH PRECINCT

The Waite Research Precinct is a world-class centre for agricultural science, food innovation, and environmental research. It brings together leading universities and research organisations in a collaborative setting. Visitors can explore a hub of cutting-edge research focused on sustainability and the future of food production.

11.3 MORE TO EXPLORE IN SOUTH AUSTRALIA - ATTRACTIONS & EXPERIENCES

ADELAIDE BOTANIC GARDEN

The Adelaide Botanic Garden provides a tranquil escape in the heart of the city. Visitors can explore beautifully landscaped gardens, historic glasshouses, and diverse plant collections. It's an ideal spot to relax and enjoy South Australia's natural beauty.

SOUTH AUSTRALIA MUSEUM

The South Australian Museum is known for its extensive natural history and cultural collections. It features world-renowned Aboriginal and Torres Strait Islander exhibits. Visitors can enjoy an engaging and educational experience across a wide range of displays.

FOOD & WINE EXPERIENCE TUNNELS

The Food & Wine Experience Tunnels offer a unique, immersive journey showcasing South Australia's renowned food and wine culture. Visitors can explore curated tastings, interactive displays, and regional highlights in a distinctive underground setting. It's an engaging way to discover local flavours and experience the state's rich culinary heritage.

SOUTH AUSTRALIA'S PINK LAKES

South Australia's Pink Lakes are a striking natural phenomenon, known for their vivid rose-coloured waters caused by algae and high salt levels. These unique landscapes offer incredible photo opportunities and a chance to experience something truly different. Popular spots like Lake Bumbunga and Lake Eyre showcase the state's diverse and captivating natural beauty.

11.4 MOUNT LOFTY ESTATE

MOUNT LOFTY HOUSE - EXTERIOR

MOUNT LOFTY HOUSE - PICCADILLY GARDEN ROOM

Mount Lofty House is a five-star retreat set atop Adelaide's highest peak in the breathtaking Adelaide Hills, just 20 minutes from the city yet surrounded by the tranquillity of nature. Rich in heritage and timeless elegance for over 175 years, the Estate offers sweeping views across the Piccadilly Valley and a rare sense of privacy and connection.

Every stay includes **21+ signature experiences,** thoughtfully designed to immerse guests in the essence of the estate. From guided nature walks and indulgent dining to wellness rituals, garden strolls and cosy fireside moments, each experience invites guests to slow down, reconnect and savour the beauty of their surroundings.

With award-winning dining at **3-Hat Hardy's Verandah Restaurant**, restorative treatments at the **Gatekeeper's Day Spa**, and gracious hospitality at every turn, Mount Lofty House delivers a truly luxurious South Australian escape defined by memorable moments and effortless indulgence

MORE INFORMATION

Mount Lofty House - Fact sheet

https://drive.google.com/file/d/1dKR8fbTDKBPMoW4z1wsTieLcIV7Jo_r4/view?usp=drive_link

Sequoia - Fact sheet

https://drive.google.com/file/d/1SsbKtAkyYoS185XOKwzyBcrC6JBSBXzR/view?usp=drive_link

11.5 MONARTO SAFARI RESORT

SAFARI LODGE - KING SAFARI TENT

Monarto Safari Resort offers a unique blend of luxury accommodation and immersive wildlife experiences, creating an unforgettable safari escape in the heart of South Australia.

Located just an hour from Adelaide and adjacent to **Monarto Safari Park**, surrounded by breathtaking landscapes and roaming African wildlife, the resort combines adventure, relaxation, and conservation in one remarkable destination.

The resort features premium rooms, suites, and luxury safari tents overlooking expansive plains where animals such as giraffes, zebras, and antelope gather. Guests can enjoy contemporary Australian dining at **Kutjera Restaurant & Bar**, unwind at the **Marula Day Spa**, or participate in exclusive dawn and sunset wildlife safaris.

Monarto Safari Resort is also committed to **wildlife conservation**, with a portion of every booking supporting the Zoos SA Conservation Fund. The resort delivers a truly unique experience, that brings guests closer to the wild while contributing to the protection of endangered species for future generations.

LOCATION AND VIEW

MORE INFORMATION VISIT

https://monartosafariresort.com/

11.6 ADELAIDE SIGHTSEEING TOURS

Adelaide Sightseeing offers half-day, full-day, and multi-day tours across Adelaide and regional South Australia with 30+ years of experience.

Popular destinations include:

- Barossa Valley (food & wine)
- McLaren Vale
- Kangaroo Island
- Victor Harbor & Fleurieu Peninsula
- Adelaide Hills & Hahndorf
- Murray River

Range of tour experiences available, including:

- City sightseeing tours
- Food and wine experiences
- Wildlife and nature tours
- Coastal and regional day trips

Delegates and accompanying guests can take advantage of exclusive pre-and post-event touring options through Adelaide Sightseeing. A customised booking link will **offer a 10–20% discount** on selected tours, valid up to seven days before and after the event (subject to availability). These tours provide a convenient way to explore Adelaide and surrounding regions, including food, wine, and sightseeing experiences.

LINK: TO FOLLOW

DISCOUNT CODE: TO FOLLOW

ABOUT OUR PLATINUM, GOLD AND SILVER SPONSORS

For 2 years running, **Caterpillar** are again the naming rights sponsor for the 2026 Formula SAE-A competition. Head-quartered in Texas, USA, Caterpillar designs, engineers, manufactures service equipment and machinery and provides digital projects for mining, earthmoving and energy transport solutions. Make sure you visit their trade site and talk to the many Cat representatives here on site.

Bruce Rock Engineering (BRE) are industry leaders in road transport equipment. Proudly Australian and still family owned, BRE is trusted nationwide for producing high-quality, high-performance equipment built to perform in the toughest conditions. They design, develop, and refine every product in-house. People are at the heart of BRE's success, and the company is passionate about developing the next generation of engineers.

The BRE Engineering Excellence Graduate Program offers a unique 24-month opportunity for engineering graduates to gain hands-on experience across all aspects of road transport equipment manufacturing.

PLS is a leading global producer of lithium, supplying the essential minerals that power electric vehicles, as well as energy storage systems and other clean energy technologies. With a diversified asset portfolio and strong strategic partnerships across the battery materials sector, PLS plays a central role in supporting the world's shift toward electrification and net zero emissions. PLS is proud to support Formula SAE-A and the opportunities it creates for emerging engineering talent across Australia and around the world. To learn more about PLS and their operations, visit www.pls.com

Toyota Australia continues to build a sprawling 'Centre of Excellence' on the 22-hectare grounds in the Melbourne suburb of Altona, the latest addition being a $40 million Product Centre. Refurbished after 39 years of powertrain production, this Product Centre brings the company's product designers, accessory developers, and development teams under the same roof – "fostering a stronger culture of collaboration".

Since its foundation in 1937, globally, Toyota has strived continuously to contribute to the sustainable development of society and the planet through its business operations. Our research focuses on vehicles powered by a range of alternative fuels and vehicles with the potential for automated driving.

Ford have been in Australia for over 95 years, with generations of customers having shared experiences and made everlasting memories in vehicle design and engineering.

Ford continues to adapt and lead change, they are evolving to focus on services, experiences and software that will continue to power the freedom of movement for all Australian's.

i**MOVE** Cooperative Research Centre is Australia's national applied R&D centre for smarter and more sustainable transport. From connected and automated vehicles to intelligent transport systems, freight optimisation, and the future of mobility, iMOVE works at the intersection of technology, sustainability, and real-world impact.

As well as undertaking R&D, iMOVE is deeply committed to developing the next generation of transport innovators. Through its successful **undergraduate student program**, iMOVE has supported student project teams and future engineers from universities across the country. iMOVE is delighted to continue its support of Formula SAE and congratulates all the teams that have made it and are able to compete this weekend.

SAE-A APPRECIATES YOUR INVOLVEMENT AND PARTICIPATION AT FORMULA SAE-A 2026

Business Events Adelaide

SOUTH AUSTRALIA

Government of South Australia
Department of the Premier and Cabinet


SAE
AUSTRALASIA


FORMULA
KIDZ


FORMULA SAE
AUSTRALASIA