



Formula Student Switzerland

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Event Handbook 2026

Version 1.1

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Changelog

Version 1.0 Initial version

Version 1.1 Removed parts of the DC chapter which are now covered by the Driverless Specifications.
Clarified VSV.
Changed BPEFS Deadline.
Removed ESOQ deadline and added approval procedure on site.
Clarified refund after TMRF deadline.
Clarified ED scoring and procedure.
Clarified car parking procedure.

CH1 General Information

CH1.1 Competition

CH1.1.1 There are two classes in Formula Student Switzerland 2026:

- Main Class (Current Electric Vehicles)
- Junior Cup (Class II)

CH1.1.2 Additionally, a Driverless Cup (DC) is offered, see CH 8.

CH1.1.3 The competition time zone is Central European Time (CET) or Central European Summer Time (CEST) from last Sunday of March to last Sunday of October.

CH1.1.4 The competition language is English.

CH1.2 Competition Dates and Place

CH1.2.1 FS Switzerland 2026 will be held from 2026-07-09 until 2026-07-15.

CH1.2.2 The competition site address is:
Hintermattstrasse 6
3985 Geschinen
Switzerland

CH1.3 Competition Website

CH1.3.1 The official competition website is: <https://www.fsswitzerland.ch>.

CH1.4 Rules

CH1.4.1 FS Switzerland will comply with the "[Formula Student Rules 2026](#)" (FS Rules) published by Formula Student Germany. Any rule mentioned other than "CH" refers to the FS Rules.

CH1.4.2 The Junior Cup will comply with the FS Class II Rules 2026.

CH1.4.3 FS Rules and FS Class II Rules respectively, together with this handbook, form the rules for FS Switzerland. In case of ambiguity to the FS Rules or FS Class II Rules, the FS Switzerland Handbook rules are given priority over the FS Rules or FS Class II Rules.

CH1.4.4 All rules questions regarding FS Rules must be asked using the [FSG rules tracker](#). As FS Switzerland officials have access to this tool, only rules questions and FAQ from FSG will be accepted at FS Switzerland.

CH1.4.5 All rules questions regarding this handbook or FS Class II Rules must be asked via rules@fsswitzerland.ch.

CH1.5 FSCH specific changes

- CH1.5.1 Cars with, without or with partially installed driverless features are allowed to participate at the event. Changes after technical inspection are not allowed.
- CH1.5.2 The use of FHR systems (e.g. HANS) is highly recommended.
- CH1.5.3 If FHR is used, the following specific changes to the FS rules are applied.
- T 4.10 will be checked without the FHR system installed.
 - From the driver's shoulders rearwards to the mounting point or structural guide, the shoulder harness must be between the horizontal and 30 ° below the horizontal.
 - The shoulder harness mounting points may be closer together than 180 mm.
- CH1.5.4 TSAC hand carts may be larger than the dimensions specified in EV 8.1.12 without prior approval by the officials, if the hand cart is not more than 300 mm larger than the TSAC itself in any direction.
- CH1.5.5 For the events technical inspection sticker according to IN 1.3, a space 90 mm tall × 150 mm wide must be made available in the rearward half of the upper surface between FBH and the cockpit opening. The technical inspection base sticker must be applied on the center line of the vehicle oriented to the front. The base sticker must be applied before attending the first scheduled part of the Technical Inspection.
- CH1.5.6 A datalogger following the **FS World datalogger specification** will be provided in the technical inspection area by the event and must be installed by the team as specified.
- CH1.5.7 All accumulators must either comply with the 2025 v1.1 or the 2026 v1.1 version of EV 5.8.

CH1.6 Additional Vehicle Lighting (AVL)

- CH1.6.1 AVL may be attached to the vehicle to illuminate the vehicle itself and/or the track during disciplines at sunset or in darkness. However, the track will be adequately lit by the event organisers. Other show elements such as flags or sounds/music are not permitted.
- CH1.6.2 AVL must not visibly interfere with any system status lights or the TSAL. Lighting must not be within the driver's line of sight and the drivers vision must not be interfered.
- CH1.6.3 AVL may be connected to the LVS of the vehicle if T 11 is still met. Separate dry cell batteries may be used to supply the lightning. In this case T 11.1.1 and T 11.7 do not apply. If the capacity of a battery exceeds 20 Wh, T 11.7.6 must be met. Integrated over current protection of battery packs may be used. T 11.1.2 must not be violated.
- CH1.6.4 AVL should already be installed for the technical inspection. It may also be installed later, after approval by the officials.

CH1.6.5 AVL may be removed at any time after approval by the officials.

CH1.6.6 Additional illumination of the car numbers is welcome, but not required.

CH1.7 Distribution of Points

CH1.7.1 The maximum achievable points, i.e. P_{max} , are listed in the following table.

Discipline	Main Class	DC
Business Plan Presentation	75 points	
Cost and Manufacturing	100 points	
Engineering Design	150 points	150 points
Skid Pad	75 points	225 points
Acceleration	75 points	225 points
Autocross	100 points	
Endurance	325 points	
Efficiency	100 points	
Overall	1000 points	600 points

CH1.8 Visa, Vehicle Shipping & Temporary Importation

CH1.8.1 International teams are responsible for a successful and timely application in order to get the required visa. To receive a letter of invitation to obtain a visa, teams must send an email to info@fsswitzerland.ch.

CH1.8.2 Customs and other documents like ATA Carnet, inspecting shipments as well as reporting and documenting damage of the shipment have to be done by the team. See our [Importation Guide](#) for more information. Feel free to contact us on info@fsswitzerland.ch if you have any questions. We will help you as much as possible.

CH1.8.3 Teams are advised to consult their shipping company or freight forwarder to ensure that their shipment fully complies with all relevant customs, import/export and aviation shipping requirements.

CH1.8.4 Teams that can't procure an ATA carnet are advised to contact the organisers via info@fsswitzerland.ch regarding a customs declaration for temporary admission.

CH1.8.5 All teams using an external shipping or freight forwarder must coordinate the transport with the FS Switzerland Organisation. Contact us on info@fsswitzerland.ch.

CH2 Registration

CH2.1 Main Class and Junior Cup Registration

- CH2.1.1 The team registration will take place in the form of a quiz at 2026-01-30 09:00.
- CH2.1.2 All important information regarding the registration can be found here: [Registration Information](#).
- CH2.1.3 The protest time starts, when the correct quiz answers are published and ends 3 hours later.
- CH2.1.4 Teams must create a team account on the competition website until 24 hours before the registration quiz starts.
- CH2.1.5 Once the quiz has been completed, registering for the competition is possible by agreeing to the rules. After the termination of the quiz, teams can register on request to the officials.
- CH2.1.6 Main Class teams must select a free vehicle number between 10 and 199. Junior Cup Teams must select a free team number between 200 and 299.
- CH2.1.7 Reserved slots (see CH2.2.2) will be assigned to the teams. All unused reserved slots will be assigned to all other teams, with regard to their quiz result.
- CH2.1.8 All assigned teams will be placed on the pending list, which can be viewed on the competition website. FS Switzerland will send invoices to all accepted teams. In order to move to the participating list, a proof of payment of the registration fee (see CH2.3.1) must be sent to the event until 2026-02-04 23:59. Once all slots have been filled, all additional teams will be placed on a waiting list (see CH2.4.1).

CH2.2 Registration Slots

CH2.2.1 FS Switzerland 2026 has the following slots:

- Main Class: 30 teams
- Junior Cup: 5 teams

There are separate waiting lists for both classes.

CH2.2.2 Reserved slots for the FS Switzerland 2026 Main Class will be assigned to:

- the top 3 overall teams of the previous year's Main Class
- the overall winner of the previous year's Junior Cup
- all teams from Switzerland
- the winner of the special award from the 2025 FS Community Expo
- up to 3 teams from outside of Europe (Europe is defined as the members of the Council of Europe)

All remaining and unused reserved slots will become available for all other teams.

CH2.3 Registration Fee and Camping Fee

- CH2.3.1 For the Main Class, the registration fee is 1950 CHF.
- CH2.3.2 For the Junior Cup, the registration fee is 1000 CHF.
- CH2.3.3 Teams participating in the DC must pay an additional fee of 600 CHF.
- CH2.3.4 Every team member can be registered for 50 CHF per participant using the Team Member Registration Form (TMRF) (see CH2.5.1). Any replacement of a registered team member after the TMRF deadline is charged 50 CHF per replacement. Additional team members may be registered after this deadline for a fee of 100 CHF per participant.
- CH2.3.5 The camping fee is 100 CHF per person for the whole event and 130 CHF per person for the whole event after the TMRF deadline. The camping fee includes the mandatory local visitor's fee of 3 CHF per person per night.
- CH2.3.6 There will be no refund of any fee, if the team decides to withdraw its registration or is deregistered as per A 5.4.2.
- CH2.3.7 Teams will receive an invoice for the team member and camping fee after the TMRF deadline.
- CH2.3.8 All fees must be paid within the deadline written on the invoice. The team is responsible to pay the correct amount in the currency stated in the invoice and has to cover all costs for transaction and currency conversion.
- CH2.3.9 Teams that didn't pay all of the above fees until the respective payment deadline will be de-registered. Teams which were previously de-registered and decide to register again will have to reapply to the event following A 5.5.
- CH2.3.10 If the event has to be cancelled before 2026-04-30 23:59, the registration fee will be refunded. If the event has to be cancelled after 2026-04-30 23:59, the registration fee will only be refunded partly to cover the costs.
- CH2.3.11 All fees are including the VAT valid for Switzerland.

CH2.4 Waiting List

- CH2.4.1 Teams on the waiting list may move to the participating list until 2026-07-07 18:00. Once a slot on the participating list has become available again, the next team on the waiting list moves to the pending list and has 2 days from the point of receiving the confirmation email to pay the registration fee in order to move to the participating list. The payment deadline may be extended by the officials in case of issues during the payment process.
- CH2.4.2 Teams on the waiting and participating lists who find that they will not be able to attend the competition are requested to officially withdraw by notifying the officials (E-Mail to: info@fsswitzerland.ch).

CH2.5 Team Member Registration

- CH2.5.1 The Team Member Registration Form (TMRF) has to be uploaded until the deadline (see CH3.1.1). A template will be provided on the competition website.

- CH2.5.2 If there are changes to the TMRF after the deadline, the whole form has to be sent to: info@fsswitzerland.ch. There is no refund or deduction of any fee for team members withdrawn after the TMRF deadline.
- CH2.5.3 All team members must have a health insurance valid for Switzerland. A travel health insurance might be required and is in the responsibility of each team member.
- CH2.5.4 All participants will receive a personalised standard terms to the team address given at the creation of the team account. This document must be signed by the participant and passed to the event organization by the start of the on-site registration.

CH3 Important Dates

CH3.1 Deadlines

CH3.1.1 All required documents and information must be uploaded prior to the following deadlines by all registered teams and teams on the waiting list. Documents may be uploaded starting with the announcement of the registration results.

Date	Deadline	Submission
2026-03-13 13:00	Chassis Type Selection (CTS)	FSG Account
2026-03-13 13:00	Impact Attenuator Data (IAD)	FSG Account
2026-03-13 13:00	Structural Equivalency 3D Model (SE3D)	FSG Account
2026-03-13 13:00	Structural Equivalency Spreadsheet (SES)	FSG Account
2026-03-13 13:00	Accumulator SES (ASES)	FSG Account
2026-03-27 13:00	Electrical System Form (ESF)	FSG Account
2026-05-08 13:00	Team Member Registration Form (TMRF)	FSCH Teamaccount
2026-06-12 13:00	Technical Vehicle System Documentation (TVSD)	FSCH Teamaccount
2026-06-26 13:00	Electrical System Officer Qualification (ESOQ)	FSG Account
2026-06-26 13:00	Cost Report Documents (CRD)	FSCH Teamaccount
2026-07-01 13:00	Business Plan Executive & Financial Summary (BPEFS)	FSCH Teamaccount

CH3.1.2 All documents uploaded at the FSCH Teamaccount must comply with a maximum size of 100 MB. For the uploads at the FSG Account, the limits of FSG apply.

CH3.1.3 Some documents, as indicated in CH3.1.1, must be uploaded at the FSG Account. An FSG Account is required for all participating teams. Even if not interested in participating at FSG, all teams must register for the FSG 2026 competition no later than 2 weeks after the FSG registration quiz. Withdrawn status at FSG is sufficient to be able to upload documents.

CH3.1.4 Teams participating in the Junior Cup must upload TMRF, BPEFS, TVSD and CRD until the deadline and as indicated in CH3.1.1. All other documents may optionally be uploaded to be checked by the officials for training purposes. However, the checks of the Main Class teams documents have priority.

CH3.1.5 A 5.6 does not apply.

CH3.1.6 The ESOQ must be presented during the event before the start of the teams first Technical Inspection time slot in order to approve a team member as an ESO.

CH4 Competition Site Organization

CH4.1 Competition site

- CH4.1.1 The competition site consists of the competition area (event control, statics bays, pits), the dynamic area (dynamics tracks, inspection area, accumulator area), the social area and the camping area.
- CH4.1.2 The social area is a place, where teams may build up a tent at a place assigned to them.
- CH4.1.3 No Formula Student cars and parts are allowed at the social area and camping area.
- CH4.1.4 When cooking in the social area, at least one suitable and usable fire extinguisher must be placed near the cooking place. In addition, a fire blanket must be easily visible and accessible at the cooking place.
- CH4.1.5 Except for cooking purpose, open fire, such as camp fires, is prohibited. Further restrictions may be announced during the event, if imposed by the local authorities.
- CH4.1.6 It is prohibited to enter the competition site in intoxicated condition. The social area, the camping area, toilets and showers are excluded from this rule. Checks will be performed to control this rule. A6.5.2 applies if a team member tests positive.
- CH4.1.7 The use of motorcycles, quads, bicycles, scooters, skateboards, kick boards or other similar devices as well as self propelled devices in general by team members and spectators is prohibited at the whole competition site with exception of the public roads. On public roads, the mentioned devices may be used with utmost care complying with the public road rules. Competition penalties may be applied in case of non-compliance.
- CH4.1.8 Lost and found items must be picked up until 2026-07-16 10:00 at event control.
- CH4.1.9 Confiscated goods may be picked up after the end of the endurance and must be picked up until 2026-07-16 10:00 at the event control.
- CH4.1.10 Drone flights are only permitted with the permission of the organiser. Restrictions imposed by the organiser must be observed.
- CH4.1.11 The event site is close to an inhabited area, which means that there is a night rest time from 22:00 - 06:00. Therefore, loud music and other noise is prohibited within that time period.

CH4.2 Entering the competition site

- CH4.2.1 Initial Entry to the competition site will be possible on 2026-07-09 based on the time schedule published on the event website.
- CH4.2.2 Teams are allowed to enter the pits every competition day based on the time schedule published on the event website. The social area, camping area and sanitary buildings are accessible during the whole event.
- CH4.2.3 Assembly of the pits will be possible from 2026-07-09 based on the schedule published on the event website.

- CH4.2.4 Disassembly of the pits must be completed until 90 minutes before the scheduled start of the award ceremony. The pits must be empty and broom-clean.
- CH4.2.5 Disassembly of the social area must be completed by 2026-07-16 10:00.
- CH4.2.6 Other dates of arrival and departure may be accepted in special cases and after approval by the officials.
- CH4.2.7 All teams must pay a deposit of 100 CHF at the on-site team registration. The deposit will be refunded at the event control until 2026-07-16 10:00 if:
- the datalogger is returned at the technical inspection area until 30 minutes before the scheduled start of the award ceremony (a confirmation will be handed out),
 - the dynamic vests and the media vest are returned at the event control until 30 minutes before the scheduled start of the award ceremony (a confirmation will be handed out),
 - the rented WiFi-Hotspot is returned at the event control
 - the pit is cleaned until 30 minutes before the scheduled start of the award ceremony (a confirmation will be handed out) and
 - the social area and the camping area are cleaned.
- CH4.2.8 Access to the competition site by vehicle is strictly prohibited without a valid, event-issued car badge.
- CH4.2.9 During on-site registration, each team will be assigned specific time slots of 30 minutes each for unloading. These slots apply strictly to the following areas:
- Pits
 - Camping area
 - Social area
- CH4.2.10 Time slots will also be assigned for pack down. These time slots must be requested at and will be assigned by the Event Control.
- CH4.2.11 If a team requires vehicle access to the event site during the competition, a temporary car badge for a limited time slot must be requested at the Event Control. Approval is subject to a decision by the officials.
- CH4.2.12 Parking anywhere within the competition site is strictly forbidden. Vehicles must be parked exclusively in the designated official parking spaces.
- CH4.2.13 Non-compliance with the vehicle access, time slots, temporary access regulations, or parking rules will result in a penalty of at least 10 points.

CH4.3 Camping area

- CH4.3.1 The camping area is organised by Formula Student Switzerland and issues have to be communicated at the event control.

- CH4.3.2 On the first and last day, cars are allowed at the camping area for unloading and loading respectively. Parking is not allowed at the camping area. It is not allowed to drive on the grass with any self propelled device or vehicle.
- CH4.3.3 Only sleeping tents are allowed at the camping area. Large team tents not intended for sleeping only must be placed in the social area. Any open fire is forbidden in the camping area.
- CH4.3.4 Campers (camping van/mobile home/camping trailer) used by team members during the event must be announced in the TMRF. An additional fee of 75 CHF must be paid per camper, 150 CHF after the TMRF deadline. During the event, campers must only be parked in the designated camper area.
- CH4.3.5 Pre-registered campers receive a separate, dedicated car badge.
- CH4.3.6 The entry time slot for campers must be requested and will be assigned by the officials.

CH4.4 Dynamic Area and Dynamic Vests

- CH4.4.1 Each team receives 4 dynamic vests and 1 media vest. They must be returned at the event control until 30 minutes before the scheduled start of the award ceremony.
- CH4.4.2 Charging area and inspection area are separate dynamic areas including separate entrance restrictions. Each team receives 4 dynamic passes for the Accumulator/Charging Area.
- CH4.4.3 Only 4 members per team in total may enter any dynamic area at the same time. One of them must be an Electrical System Officer (ESO). They have to wear the dynamic vest in these areas.
- CH4.4.4 An additional team member may enter the dynamic area wearing the media vest. When wearing the media vest, the team member may not perform any task related to the competition itself including but not limited to repairing, talking to scrutineers/judges, carrying materials.
- CH4.4.5 During dynamic disciplines, team members wearing a media vest are only permitted in media areas. At least one media area will be available per dynamic discipline. Team members with a media vest must request a member of the staff to be safely guided to this location.

CH4.5 Announcements and contact

- CH4.5.1 Prior to the event all announcements will be by email.
- CH4.5.2 During the event all announcements will be on the competition website.
- CH4.5.3 In urgent cases, the event control can be contacted via +41 27 552 27 50. All non urgent questions must be asked at the event control.

CH4.5.4 For situations requiring an external trusted contact, including but not limited to incidents of inappropriate behavior or harassment, the following phone number is encouraged to be used: +41 27 552 27 51. The service will be available 24 hours a day for the duration of the event. All reports and related matters will be treated with strict confidentiality.

CH4.6 Protests

CH4.6.1 Protests may be submitted as defined in A 3.7.

CH4.6.2 All protests must be submitted to protests@fsswitzerland.ch. The subject must start with "Protest:".

CH4.6.3 The protest deadline is included in the respective announcement. If no protest deadline is defined, the deadline is 12 hours after the respective incident.

CH4.6.4 If a team needs more time to submit a protest, they must submit an "intent for protest" to protests@fsswitzerland.ch. The subject must start with "Intent for protest:". The related announcement or official action that is intended to be protested must be included.

CH4.6.5 The following must be included in any protest:

- The related announcement or official action, that is protested
- The team's reasoning for the protest
- Supporting material

CH4.6.6 The latest time for any protest is one hour before the scheduled start of the award ceremony.

CH4.7 Team and Driver Briefing

CH4.7.1 Briefing documents will be published on the competition website.

CH4.7.2 On-site briefings are scheduled in the competition schedule. Team captains must attend all on-site briefings.

CH4.7.3 If a Driver Briefing is scheduled, all drivers must attend the briefing. Drivers that fail to attend the briefing may be excluded from the dynamic events as a driver.

CH4.8 Onsite Working

CH4.8.1 FS Switzerland provides a welding and power tool area. It is possible to weld with team equipment and using appropriate safety gear in the welding area only.

CH4.8.2 The welding and power tool area will be supervised and can only be used during the announced opening hours.

CH4.8.3 Disposal of hazardous waste as mentioned in A 6.4.5 is handled in the Technical Inspection Area.

CH4.9 Accumulator Area and Charging

- CH4.9.1 Teams are allowed to enter the accumulator area every competition day based on the time schedule published on the event website.
- CH4.9.2 Charging and working on the accumulator are only allowed in the Accumulator Area.
- CH4.9.3 The following power socket types are available for charging:
- CEE32
 - CEE16
 - Swiss Socket SN 441011 (Type 13, Type 23, Type 25)
- Socket type F (Schuko) are not available.
- CH4.9.4 Beginning of the charging process is only allowed in coordination with the officials.
- CH4.9.5 Inside the Accumulator Area, team members must adhere to the points mentioned in the safety briefing for the Accumulator Inspection in the Inspection Sheet. Dynamic vests must not be worn inside the Accumulator Area.
- CH4.9.6 Entering the Accumulator Area is only permitted with an Accumulator Area Pass (AAP). 4 AAP will be handed out during the team registration. The AAP and the dynamic vests may be used simultaneously.
- CH4.9.7 Team members entering the Accumulator Area with media vest must keep a safe distance to accumulators and adhere to instructions from the officials and ESOs.

CH4.10 Technical Inspection Time Schedule

- CH4.10.1 Driver Inspection, Accumulator Inspection, Mechanical Inspection and Electrical Inspection will be conducted within a time schedule, where every team will get a pre-designated time slot based on the SES, IAD and ASES upload time. The time schedule will be published on the competition website before the start of the event. Due to their tighter time schedule, DC teams are placed first in the inspection order.
- CH4.10.2 The duration of these slots is 2 hours for Accumulator Inspection, 75 minutes for Mechanical Inspection, 40 minutes for Driver Inspection and 2.5 hours for Electrical Inspection. For DC teams, the time slot for Mechanical Inspection is 90 minutes and for Electrical Inspection 3.25 hours.
- CH4.10.3 A team can enter the inspection bay 5 min in advance of the starting time.
- CH4.10.4 After the end of a time slot a team has 5 min to clear the inspection bay for the next team.
- CH4.10.5 After their Accumulator Inspection slot, teams may stay in their bay to work on the accumulator. By the end of the subsequent Accumulator time slot, the team has to clear their bay.

- CH4.10.6 Teams that are not able to attend an inspection slot must announce at the Technical Inspection area that they need more time to prepare for technical inspection. A new time slot at the end of the inspection order will be assigned.
- CH4.10.7 If a team shows up later than 15 min unannounced after the starting time of their slot, it will lose its time slot. The team has to queue for Re-Inspection to pass the inspection. Additionally, 5 penalty points will be deducted from the teams overall score.
- CH4.10.8 The ESOQ must be presented during the event before the start of the teams first Technical Inspection time slot in order to approve a team member as an ESO.

CH4.11 Driver Inspection

- CH4.11.1 Driver Inspection, including driver egress, will be conducted in the pit, where the technical inspectors will visit the teams. During that time, only the drivers and an ESO may be present.
- CH4.11.2 The Driver Inspection must be completed before the tilt test at the latest.
- CH4.11.3 The driver egress is mandatory for all drivers. Before participating in a dynamic event, the driver must have passed the egress test.
- CH4.11.4 By participating at the event, teams agree that all equipment, which is classified unsafe by the officials, will be confiscated until the end of the competition.

CH4.12 Re-Inspection

- CH4.12.1 The mechanical and electrical Re-Inspection will take place in the technical inspection area and the Accumulator Re-Inspection will take place in the accumulator area.
- CH4.12.2 Re-inspection slots are limited to 30 min duration. If more than 30 min are needed, the team must queue again for another Re-Inspection slot.
- CH4.12.3 Teams can apply for a Re-Inspection slot at the above designated areas. All teams must be fully ready when applying for a Re-Inspection slot.

CH4.13 Accumulator Inspection

- CH4.13.1 Accumulator inspection will take place in the accumulator area.
- CH4.13.2 All TS accumulators must be brought to the accumulator area at a time announced by the event.
- CH4.13.3 If a team misses the deadline, a penalty of 10 points is deducted from its overall score for every commenced 12 hours up to a maximum of 30 penalty points.
- CH4.13.4 The team has to register the accumulator delivery at the accumulator area.

CH5 Statics Disciplines

CH5.1 Business Plan Presentation (BPP)

- CH5.1.1 There will be BPP finals. Number of teams participating in the finals will be announced during the event.
- CH5.1.2 The Deep Dive Topic will be announced prior to the event.
- CH5.1.3 All teams participating on-site in the BPP have to bring three physical copies of their slide deck. Four slides shall be printed on one page, either double-sided or single-sided. If animations are used, multiple slides may be combined into one. In case of differences between the printed slides and the presented slides, the presented slides will be judged.

CH5.2 Cost and Manufacturing

- CH5.2.1 Cost and Manufacturing will be evaluated on the categories specified in the following table.

Category	Points
Part 1 "BOM Discussion"	50
Part 2 "Cost Understanding"	50
Total	100

- CH5.2.2 There will be no Real Case. S3.2.5 does not apply.
- CH5.2.3 The system for CCBOM (see S3.5) will be the same as announced in the FSG 2026 handbook.
- CH5.2.4 Changes relevant for Cost Report Documents (addition to S3.3.2): Changes to the vehicle that were made as a result of direct requests from officials at the technical inspection do not have to be documented in the changelog. Instead, the inspection sheet can be shown as proof.
- CH5.2.5 The presented CRD must be identical to the submitted versions, otherwise 10 points will be deducted for the "BOM Discussion" part.
- CH5.2.6 An unlimited number of top teams may be chosen to participate in the Cost and Manufacturing finals to determine the Cost and Manufacturing winner. The Cost and Manufacturing finals will be held separately from the initial judging and teams will be informed about their participation during the event. S3.8.5 does not apply. The best non-finalist will be the lower threshold for the scores of the finalists with 100 points being the upper threshold.

CH5.3 Engineering Design

- CH5.3.1 There will be Engineering Design finals. Number of teams participating in the finals will be announced during the event.
- CH5.3.2 Engineering Design be evaluated on the categories specified in the following table.

Category	Points
Frame / Body / Ergonomics	25
Overall Vehicle Design & Team Management	25
Powertrain	25
Electronics & Controls	20
Suspension & Vehicle Dynamics	25
Aerodynamics	20
Technical Vehicle System Documentation (TVSD)	10
Total	150

CH5.3.3 Questions regarding vehicle performance, design approach, validation, system integration, team objectives, resource management and overall vehicle concept may be asked in all engineering categories.

CH5.3.4 The TVSD will be evaluated separately.

CH5.3.5 Each Engineering Design slot has a total duration of 60 minutes. After the 40-minute judging session, the judges will briefly align internally and then return to the team for feedback.

Part	Duration
Engineering Design judging	40 min
Judge alignment and feedback	20 min

CH5.3.6 Teams are encouraged to take notes during the feedback after Engineering Design. This feedback session is the official Engineering Design feedback. No additional official feedback is guaranteed during the event. Audio recording of feedback is only possible if the judge verbally agrees.

CH5.3.7 Selected EV teams may be invited to Engineering Design finals. The finals will take approximately 2 hours. The judges will move from team to team and ask advanced questions. The finals may include both direct questions and problem-solving tasks. Each finalist team may have up to 8 team members inside the Design Final area. Swapping team members is allowed. One additional team member wearing a media vest may join to take photos or videos. At no time may more than 9 team members of one team be inside the Design Final area. Feedback should be discussed directly with the judges after the finals.

CH6 Dynamics Disciplines

CH6.1 Manual Skidpad

CH6.1.1 Each team has four runs, driven by two drivers with two runs each.

CH6.2 Driverless Skidpad

CH6.2.1 Driverless Skidpad is part of the DC only and not part of the Main Class.

CH6.3 Manual Acceleration

CH6.3.1 Each team has four runs, driven by two drivers with two runs each.

CH6.4 Driverless Acceleration

CH6.4.1 Driverless Acceleration is part of the DC only and not part of the Main Class.

CH6.5 Manual Dynamics Queing Procedure

CH6.5.1 Queing for Manual Skidpad, Manual Acceleration and AutoX is possible until the announced finish time of the respective discipline. A team is queued if it is inside an area marked by the officials in the respective dynamic area.

CH6.5.2 If a driver has started their first run, they can consecutively start their second run, even after the time has finished.

CH6.6 Endurance

CH6.6.1 The running order for the endurance according to D 7.3 will be published before the start of the endurance.

CH6.6.2 The running order may be divided into different sessions.

CH6.6.3 At least the 3 next vehicles according to the running order must queue up at any time during the endurance.

CH6.6.4 The queue must be continuously filled up by the following vehicles. When the queue runs empty, the officials may decide to end the session.

CH6.6.5 A vehicle is defined as running out of order and penalized according to D 10.2.1 if it is missing from the queue. I.e. if there is at least one vehicle within the first 3 positions in the queue that has a later running order place or is running out of order as well.

CH6.6.6 Running out of order is intended at the end of the originally allocated session. The officials may decide to allow running out of order at a different time in their sole judgement.

CH7 Junior Cup

CH7.1 General Regulations

- CH7.1.1 The teams at Junior Cup will be assigned a space in the Social Area for their team tent. They will not have a space in the pit area.
- CH7.1.2 Teams intending to bring a chassis may request a small pit space via info@fsswitzerland.ch for 200 CHF. Requests must be submitted no later than 2026-03-13 and allocation is subject to availability.
- CH7.1.3 If a Junior Cup team decides to bring a TS accumulator to the event, it must be stored at the accumulator inspection area during the whole event unless otherwise instructed by the officials.

CH7.2 Junior Cup Engineering Design

- CH7.2.1 Junior Cup teams are evaluated with the same point distribution as EV teams. The judging focus for Junior Cup teams will be adapted to the project status. More emphasis will be placed on documentation, presented parts, design reasoning and project planning. Ergonomics will not be physically tested for Junior Cup teams.
- CH7.2.2 Selected Junior Cup teams may be invited to Junior Cup Engineering Design finals. The format is similar to the EV finals, but adapted to the Junior Cup judging focus. The Junior Cup finals will take approximately 1 hour.

CH8 Driverless Cup (DC)

CH8.1 DC Overview

CH8.1.1 The DC consists of three disciplines:

- Autonomous Engineering Design (according to S 4.3.7)
- Driverless Skidpad
- Driverless Acceleration

The maximum achievable points are listed in CH1.7.1.

CH8.1.2 DC dynamic disciplines will not be conducted in darkness.

CH8.2 Driverless Cup Registration

CH8.2.1 Only teams registered for the Main Class can participate in the DC.

CH8.2.2 Teams interested in participating in the DC must indicate their intention in the team account before registration.

CH8.2.3 There are 5 slots for the DC. The participants for the DC are determined by the result of the Main Class registration quiz. Additional teams will be placed on the DC waiting list. They can still participate in the Main Class only.

CH8.2.4 Teams that withdraw from the Main Class automatically also withdraw from the DC. Teams can also withdraw from the DC only, but still remain in the Main Class.

CH8.2.5 Teams can move up from the DC waiting list until one day before the event. After they paid the fee mentioned in CH2.3.3, they move up to the DC participating list.

CH8.3 DC Dynamics Queueing

CH8.3.1 In DC Dynamics, teams have an unlimited number of runs. Until a team has completed 2 attempts for each discipline, it has priority over teams with more attempts.

CH8.3.2 Once in staging, teams have two minutes to bring their car to a ready-to-race condition. If they cannot do so, they may be asked to return to the queue. This will not count as an attempt.

CH8.4 FS Driverless Specification

CH8.4.1 The FS Driverless Specification 2026 apply.

CH8.4.2 DS 2 does not apply.

CH8.4.3 DS 3.4, DS 3.5 and DS 3.6 do not apply.

CH8.5 Driverless Cup Engineering Design

CH8.5.1 DC Engineering Design be evaluated on the categories specified in the following table.

Category	Points
Software / Compute	30
Vehicle Performance	30
Autonomous Functionality	70
TVSD Driverless Part	20
Total	150

CH8.5.2 There are three additional Driverless Design Judges for DC Engineering Design judging. This judging takes place during the same time slot and at the same location as the regular Engineering Design judging. All Driverless Design Judges may ask questions across Software / Compute, Vehicle Performance and Autonomous Functionality. There are no DC Engineering Design finals.