



# **FORMULA STUDENT POLAND**

**HANDBOOK 2025**

**V1.0**

# Changelog

| <b>Date</b> | <b>Version</b> | <b>Modification</b> | <b>Content</b> |
|-------------|----------------|---------------------|----------------|
| 08.01.2025  | v1.0           | First Release       |                |

The Organizer reserves the right to change the rules of the handbook in case of emergencies. Changes will be announced during the competition if there is such a need. If there is no information about changes, the handbook is the only determinant.



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## Safety information

### MEDICAL CENTER

It is necessary to accompany the injured person to the medical center. Emergency assistance is provided there. The medical center is available 24 hours a day.

### SEVERE INJURY

**In case of serious injury, contact the event staff immediately.** The staff has a two-way radio. If you want to call an ambulance yourself, contact 999 for any cell phone and landline. Please note that during an open dynamic area, a rescue team is stationed on site.

To contact them, ask someone with a two-way radio (event staff).

### Emergency numbers

**Ambulance - tel. 999**

**Fire brigade - tel. 998**

**Police - tel. 997**

### HOSPITALS

#### **Powiatowe Centrum Medyczne**

Distance / time from the track: 6,1 km / 10 min

[Skargi 10, 05-600 Grójec](#)

#### **Szpital św. Anny w Piasecznie, Adama Mickiewicza 39, 05-500 Piaseczno**

Distance / time from the track: 27,5 km / 32 min

[Adama Mickiewicza 39, 05-500 Piaseczno](#)

## PL 1.0 General Information

### PL 1.1. Competition

Formula Student Poland 2025 (FSP 2025) will feature two classes: the Internal Combustion Vehicle (CV) including Hybrid Vehicle (HY) and the Electric Vehicle (EV) Class. The competition will be open to **26** teams in total, 13 EV Class and 13 CV&HY class. Final amount for each class can be change depend on registered teams in both classes.

### PL 1.2. Applicable Rules

The event will be conducted in accordance with the Formula Student Rules 2025. This handbook serves as the primary set of regulations for the event. Any information not covered in this handbook is herein addressed in line with **Formula Student Rules 2025**. The officials reserve the right to revise the schedule and/or interpret or modify the competition rules at any time and in any manner that is, in their sole judgment, required for safe and efficient operation.

### PL 1.3. Competition Language

The official language of Formula Student Poland is English.

### PL 1.4. Maximum Points Awarded

| <b>Static Events</b>       |                    |
|----------------------------|--------------------|
| Business Plan Presentation | 75 points          |
| Cost and Manufacturing     | 100 points         |
| Engineering Design         | 150 points         |
| <b>Dynamic Events</b>      |                    |
| Skid Pad                   | 75 points          |
| Acceleration               | 75 points          |
| Autocross                  | 100 points         |
| Endurance                  | 325 points         |
| Efficiency                 | 100 points         |
| <b>Overall</b>             | <b>1000 points</b> |

Table 1. Maximum points awarded

## PL 1.5. Dates And Place

The event will take place from **26th August to 31st August** at **Autodrom Słomczyn** track.  
Website: <http://autodromsłomczyn.pl/>



## PL 2.0 Registration Procedure

### PL 2.1. General

The quiz will begin on **January 24th, 2025, at 7:00 PM (CET)** and will remain open for 2 hours. To register for Formula Student Poland, your team must have an account on platform, accessible via link: Competition '25 – FS Poland (fs-poland.pl).

- There is only **one account per team** – no accounts for individual members, Team Captain should create team account exclusively.
- You must create your account at least 24 hours before the registration quiz.

While creating an account (and thus being able to take part in the registration process), you need to fill out 3 sections. After verifying your e-mail, you can log in to our platform, where you can find the **Quiz tab**.

| Team information  | Profile Details  | Billing information   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Team Name,</li> <li>• University,</li> <li>• Category, (EV/ CV incl. HY)</li> <li>• Preferred car number.</li> </ul> | <ul style="list-style-type: none"> <li>• Team Captain’s Name,</li> <li>• E-mail address (which will be used each time for login),</li> </ul> | <ul style="list-style-type: none"> <li>• University/Company name</li> <li>• Administration e-mail address</li> <li>• VAT ID</li> <li>• Country &amp; Billing Address</li> </ul> |

**Please note** that Billing Information is optional at the step of creating an account but needs to be completed before the quiz date (you will find this section in the system dashboard after logging in).

### PL 2.2. FSP’25 Registration Quiz Information

- Every Team must create a new Team account. [FSP platform](#) will be available for teams from **17 January 2025**.
- You can only log in on one computer (read: browser session) at a time. Logging in from a different device (or browser) will automatically log off the other one.
- Please use a modern browser without any content-changing plugins, such as ad blockers. We suggest using Google Chrome or Microsoft Edge.
- There will be two separate quizzes for CV&HY and EV classes.
- Quiz time is counted from the start of the quiz in the system, not from a single quiz entry.
- Refreshing the page while the quiz is open will result in the loss of your current answers. However, you will still have the opportunity to complete the quiz.
- Responses will be automatically verified by the system which considers firstly the correctness of responses and then the time of completion of the quiz.
- All questions will be available on one page.
- The quiz will automatically close at the scheduled time, and all given responses will be automatically saved, even if you do not manage to click the submit button.
- **Each registered team must have an account on FSG website, where they must submit necessary documents and use the provided templates.**

### PL 2.3. Quiz Results

Teams will have access to automatic results immediately after the quiz closure for all. The preliminary list will be available 2 hours after the end of the quiz, on [FSP-website](#).

## PL 2.4. Protests And Appeals After Quiz Results.

Please send any of the complaints and protests to the following e-mail: [info@fs-poland.pl](mailto:info@fs-poland.pl). The team has a maximum of 24 hours to submit protests after the publication of the preliminary list. We will do our best to resolve the issue that occurred.

In the e-mail content, please provide a detailed description of the incident with attachments - screenshot / precise time and date / what cases we are considering.

### Problems during the quiz

- in case of failure for all – after an official announcement is sent via email, quiz will be refreshed at least 30 min later,
- in case user-related failure- refresh the page and return to the quiz,
- random causes and user errors - FSP takes no responsibility,
- factual errors - cancellation must include full and detailed supporting documentation
- In case of website failure, a link to the quiz on an alternative platform will be provided on FSP website ([fs-poland.pl/competition/](https://fs-poland.pl/competition/)) at 20:00 CET.

## PL 2.5. Payments

The Formula Student Poland registration fee is €2500 excluding VAT (TAX equal 0%). Registration fee includes:

- Team registration for 15 team members
- Campsite (1 campsite pitch)

Additional team members can be registered for €50 (excluding VAT) each until the TRMF submission deadline. After this date each additional team member’s fee increases to €75 (excluding VAT).

**Payment must be made by the 3-rd of February 2025, (until 23:59:59 CET).**

## PL 2.6. Waiting List Teams

Teams on the Waiting List, when notified about an available slot, have 24 hours to confirm their willingness to participate in the Competition. After confirmation, they have 72 hours to send payment proof. If the deadlines are missed, the team will be withdrawn.

## PL 2.7. Wild Card

FSP 2024 winners in the EV and CV categories must create an account on the [FSP platform](#). As last-year's winners, they do not have to take the quiz and pay the fee, places for them are reserved. Only additional team members must be paid for by these teams.

### FSP 2024 Winners:

| EV   | CV&HY  |
|--|--|
| University of Zagreb<br><b>FSB Racing Team</b> | Białystok University of Technology<br><b>Cerber Motorsport</b> |

## PL 2.8. Domestic Reserved Slots

Officials have reserved up to 3 slots per class for Polish teams with the best results in the quiz. These slots are available only to teams that participated in the registration quiz. Reserved slots are not exempt from the obligation to pay the registration fee. Mentioned slots for Polish teams will be treated as regular registration under the general quiz rules.

Polish teams with wild card are included into reserved slot.



## PL 3.0 FSP'25 Information

### PL 3.1. Event Communication

Official information and communications should be carried out via email: [info@fs-poland.pl](mailto:info@fs-poland.pl)  
Each Team can send an official protest, request or question to this email.

### PL 3.2. Discord Communication Channel

The main communication channel during the Competition will be carried out via the Discord application. Invitation link will be shared to teams via email, including instructions and guidelines on how to properly use this communication system.

#### FSP Discord includes:

- Team private communication channel
- Technical inspection queue order
- Static events feedback queue order
- E-safety communication channel
- Overall announcements channel, open throughout the season

All official publication via Discord on "FSP Announcements" channel must be treated by teams as considered part of these rules.

### PL 3.3. Teams Arrival & On-site Registration

Teams arriving at the event must proceed to the designated Arrival Point near the venue entrance as indicated on the map. Team captains, along with drivers and ESOs (in case of EV teams), are required to register the team here. Drivers must present their valid driver's license at the time of registration.

**All people taking part in the Competition must be at least 18 years old and meet the requirements of point A 4.2 of the FS Rules 2025.**

### PL 3.4. Vehicles Shipping

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. Providing of all important customs documentation, shipment inspections, as well as reporting and documenting any damage to the shipment, are the sole responsibility of the team. Information about vehicle shipping should be sent to Organizers via email [info@fs-poland.pl](mailto:info@fs-poland.pl) at least 3 months before event.

### PL 3.5. Deposit

The Organizer requires a deposit for data loggers [EV only], vests and pits [CV & EV]. This precaution is necessary to cover any damage caused by the teams. Please take care of the foregoing items, to avoid any harm to the equipment. The main deposit for all classes is equal to 100 and includes vests, pits, and transponder. For EV additional deposit is 200 for dataloggers.

### PL 3.6. Campsite

Each team is permitted up to 15 individuals within campsite, excluding those who have paid additionally for participation together with the team. The campsite is conveniently situated on the venue premises, offering easy access to all venue facilities. Pitches will be assigned to teams by the Organizer. The camping area for one team spans approximately 150-200m<sup>2</sup>.

### PL 3.7. Important Document Dates

All required documents and information must be submitted prior to the specified deadlines. All documents must adhere to the maximum size of 100 MB.

| Date                  | Content  | Submission           | Template                   |
|-----------------------|--|----------------------|----------------------------|
| 2025-03-14-13:00 CET  | Impact Attenuator Data (IAD)                   | Via FSG              | FSG                        |
| 2025-03-14-13:00 CET  | Structural Equivalency 3D Model (SE3D)         | Via FSG              | FSG                        |
| 2025-03-14-13:00 CET  | Structural Equivalency Spreadsheet (SES)       | Via FSG              | FSG                        |
| 2025-03-28-13:00 CET  | Electrical System Form (ESF)                   | Via FSG              | FSG website                |
| 2025-03-28-13:00 CET  | Fuel Type Order (FTO)                          | Via FSP              | FSP                        |
| 2025-03-28-13:00 CET  | Hybrid System Form (HSF)                       | hybrid@ fs-world.org | FSA page rules & documents |
| 2025-05-30-23:59 CEST | Design Spec Sheet (DSS)                        | Via FSP              | FSP                        |
| 2025-05-30-23:59 CEST | Engineering Design Report (EDR)                | Via FSP              | Rules 2025                 |
| 2025-06-05-23:59 CEST | Magazine Uploads (MU)                          | Via FSP              | FSP                        |
| 2025-07-05-23:59 CEST | Vehicle Status Video (VSV)                     | Via FSP              | Rules 2025                 |
| 2025-07-21-23:59 CEST | Electrical System Officer Qualification (ESOQ) | Via FSP              | FSP                        |
| 2025-07-21-23:59 CEST | Team Member Registration Form (TMRF)           | Via FSP              | FSP                        |
| 2025-07-26-23:59 CEST | Cost Report Documents (CRD)                    | Via FSP              | FSG                        |
| 2025-07-31-23:59 CEST | Business Plan Pitch Video (BPPV)               | Via FSP              | Rules 2025                 |

### PL 3.8. Documents Submission

All details regarding required scrutineering documentation, including format and submission process, can be found in the "Document Submission Instruction" available on the event website under the "Competition" tab and in the registration system under the "Help" tab.

Any questions or issues regarding scrutineering documentation could be reported via email address: [info@fs-poland.pl](mailto:info@fs-poland.pl)

**Please note that each registered team must have an account on FSG website, where they must submit necessary documents and use the provided templates.**

## PL 4.0 Rules & Guidelines

The goal of the Competition is to ensure the safe completion of all events on-site. The following guidelines are created to inform teams of potential unsafe practices in the event venue (e.g. paddock, pit area) and campsite. Any practice activity posing a risk to life or health is strictly prohibited.

### PL 4.1. Arguments with Officials

Failure of a team member to follow an instruction or command directed specifically to that team or team member results in 25 penalty points being deducted from the team's overall score (see A 3.2.1). Argument with, or disobedience to, any official results in the team being eliminated from the Competition (see A 3.3.1). If the team does not agree with the decision of the officials, they can submit an official protest (see A 3.7). An insistent discussion by any of the team members with any official results in the team being officially warned. Once a team receives an official warning, the next warning may result in a deduction of 25 penalty points.

### PL 4.2. Prohibited Substances

Team members must not be under the influence of alcohol (0.0 ‰), cannabis, or any other recreational drug while on the Competition area / event venue. Violators will be disqualified immediately. Repeated violation results in the entire team being disqualified immediately.

**All drugs are prohibited;** however, prescription or medically necessary drugs may be used, provided they do not affect participants or alter their behavior in any way.

### PL 4.3. Trash And Pits Cleanliness

Teams are accountable for maintaining cleanliness in their pits during the event. Garbage cans are available in the paddock and designated areas provided by the Organizer. It is forbidden to leave any waste after the event (including broken parts, old furniture, used tires, oil, grease or other materials).

### PL 4.4. Environmental Mat In Pits Area

**Teams are responsible for placing an environmental mat under the car.** Any leakage on ground must be cleaned up by the team; otherwise, the deposit will not be refunded.

### PL 4.5. Fires And Smoking

Use of open fires or high temperature tools is strictly prohibited in pits, dynamic areas and tents. Smoking is permitted only in the area specifically designated by the Organizer.

### PL 4.6. Welding

Welding is permitted only in the designated welding area. Team must ensure that their work in welding area is conducted safely and does not pose a risk for others nearby. **The fire extinguishers must be readily available during the welding operations.** If there is no fire extinguisher provided in the welding area, team must supply their own. All persons working in the welding area must have appropriate safety equipment.

### PL 4.7. Fire Extinguishers

Ensure that your fire extinguishers are always readily accessible. All team members must be familiar with their use. It is mandatory for at least one fire extinguisher to accompany the car, regardless its location.

## PL 4.8. Working On The Car

**For all power tool operation (like drills or angle drivers), wearing eye protection is mandatory!** When using metal cutting equipment that produces metal chips, eye protection is required for both the operator as well as for any assisting team member. If you are operating loud tools, hearing protection is required.

## PL 4.9. Required Protective Equipment

All members participating in the dynamic area and working on the car must wear closed-toe shoes.

## PL 4.10. Running Engines

You are allowed to run engines (IC) or put the car into ready-to-drive mode (EV) only within the designated engine test/warm-up area, after passing scrutineering. Starting the engine is allowed only when the drive wheels are up above the ground.

## PL 4.11. Fuel And Oil

Open fuel containers are not allowed at the Competition. Fuel container can be confiscated from team and will be returned after Competitions.

The team is responsible for the proper disposal of used oil. If you possess used liquids, please contact us immediately for proper disposal.

## PL 4.12. Tires Changing Station

A tire changing station is not available on-site. However, Officials can assist teams in finding a tire change company near the track location if needed.

## PL 4.13. Campsite Rules & Safety

No music speakers or devices exceeding a total power of 20W are allowed on the campsite at any time during the Competition. Teams generating excessive noise may be excluded from the Competition.

Vehicles are not permitted on the campsite, except for loading and unloading on arrival and departure days. Campervans or caravans are also not allowed. Every car/bus/truck must be located in the team car park. Officials are not accountable for the team's private cars and incidents during Competition.

In general, the use of motorcycles, quads, bicycles, scooters, skateboards or any similar mobility devices (incl. self-propelled devices) by team members and spectators is prohibited.

## PL 4.14. Important Campsite Regulations

- Running vehicles and working on vehicles on the campsite is strictly prohibited.
- The use of power tools, running of tractive systems and/or work on high voltage systems may lead to immediate exclusion from the Competition.
- Welding or gridding on the campsite is prohibited.
- Violation of quiet hours' regulations, especially playing music after 10 p.m., may result in a penalty of up to 50 points. Repeated, persistent violations could result in the teams' disqualification.

## PL 5.0 Technical Inspection

### PL 5.1. Technical Inspection Queue Order

All general communication with teams will be conducted via Discord. Technical inspections queue order communications method will be explained in Event Communications Instruction document, shared before Competition.

The first team time slot for the technical inspection will be reserved during on-site registration. If a team does not specify any preferences, they will be assigned the first available slot.

In case of the re-scrutineering queues, the team, if ready, must promptly report its readiness for inspection via Discord.

There will be separate queues:

- Mechanical Inspections,
- Battery Inspections,
- LV&HV Inspections,
- Pre-inspection.

The rest of technical inspection will not have automatized queue order via Discord.

**Remember:** Be prepared - If you miss your time slots, your team have to register once again at the end of the queue.

### PL 5.2. Fixing (Mechanical Inspection):

If the team decides to fix any issue discovered during the inspection, they have a total of 15 minutes of maintenance time in the Technical Inspection pit, measured cumulatively. Scrutineers may instruct the team to leave the area if the discovered issue is deemed unfixable within the allocated time frame. Once the quarter elapses, the team must leave the area unless an exception is granted due to the absence of a queue for the scrutineering slot.

Up to 15 minutes from the total attempt time may be used for addressing the eventual violations of the rules.

If "Maximum time for one attempt" of total time or 15 minutes of fixing time runs out, the Technical Inspection attempt ends, and the team must leave the Technical Inspection slot immediately.

### PL 5.3. Datalogger [EV Only]

Data loggers will be provided by FS Poland (Organizer). A deposit must be paid to the Organizer upon picking up the data logger from the Arrival Point. The deposit will be refunded after the Competition when datalogger is returned in the same condition as it was received.

Technical specifications of the dataloggers are available on the website: [www.fs-poland.pl](http://www.fs-poland.pl)

### PL 5.4. HSC Inspection Procedure [HY Only]

The readiness for HSC Inspection will be prioritized in the TI schedule. It can be conducted simultaneously with Mechanical Inspection. Completing the HSC Inspection is a necessary precondition for passing the overall Mechanical Inspection. Scrutsheet will contain a separate chapter for HSC Inspection – it will be provided at least 2 weeks before the Competition.

### PL 5.5. Technical Inspection Sticker

The team is required to designate a minimum area of 130 x 80 mm for the technical inspection sticker. The preferred placement location is the front part of the shell / monocoque, visible when viewed from above.

## PL 5.6. Vehicle Conditions

Every vehicle, after passing Technical Inspection, must be in intact condition. Any deviations or failures may result in the loss of the stickers and require re-scrutineering. Teams that want to change something in their car after passing the Technical Inspection must have it re-inspected during re-scrutineering.

## PL 5.7. Driver's Equipment

Whenever the driver is in the cockpit with the engine running, they must wear the following approved safety equipment: helmet, suit, underwear, gloves, balaclava and racing shoes (as outlined in Rule T13.3 "Driver's Equipment"). The driver's equipment can be confiscated during pre-scrutineering in case if the judge finds any damage that could affect driver's safety.

## PL 5.8. Electrical System Officer [EV Only]

Every team participating in EV class must designate at least one, up to four, members responsible for the implementation and coordination of safety measures for electrical operations on vehicles throughout the event. Every Electrical System Officer (ESO) must provide proof of both practical and theoretical training for working with High-Voltage power systems.

The Electrical System Officer Qualification (ESOQ) form must be submitted [FSP platform](#).

Each application will be considered individually, in consultation with the corresponding team when necessary.

Throughout the event, at least one Electrical System Officer must:

- Always be reachable by phone during the Competition, incl. Discord E-Safety Communication Channel, (for more information see the Event Communication Instruction document),
- Attend all relevant technical inspections (incl. Battery Inspection, HV/LV Inspection),
- Attend all necessary briefings,
- Be present during any operations involving the battery in Charging Area (such as charging, maintenance and repair),
- Accompany the vehicle whenever it is in operation or being moved around the Competition site.

## PL 5.9. Battery Charging [EV Only]

Battery and charger work is allowed only in the designated area set up by the Organizer (known as Charging Area). This area is specifically allocated for battery-related tasks.

**Charging of the battery is only authorized after passing both battery and charger inspection by the team. It is strictly prohibited to repair / work on / modify the battery or charger in the pits. Additionally, connecting the battery charger to mains supply outside of the Charging Area (even if it has already passed Technical Inspection) is not allowed.**

**Any violation of the foregoing rules will be treated as a safety risk and will result in the team's disqualification from the Competition.** Moreover, the Charging Area is a separate dynamic area with specific entrance restrictions.

- Only 3 members per team are allowed to enter the Charging Area simultaneously, with at least one of them being an Electrical System Officer (ESO).
- Team members entering the Charging Area must not wear any conductive jewelry or objects that could potentially come into contact with the accumulator.
- Any work / modifications / repairs on the accumulator within the mentioned area, must be performed while using High-Voltage protective equipment.
- After completing the charging process, a mandatory wait time of 30 minutes is required before the accumulator can be transferred back to the pit and mounted into the car.



During this period, the accumulator must be securely mounted on the hand cart, and the team must monitor the voltage and temperature of the cells using AMS.

The Charging Area provides 400 V, 50 Hz, 3phase CEE charging connectors (3L+N+PE 6h) with 16 A and 32 A, as well as 230 V, 50 Hz, 1phase CEE 7/3 connectors for charging purposes.

### **PL 5.10. Working On The Tractive System [EV Only]**

An ESO must be present in the pit and accompanied by at least 2 team members whenever any activity on the tractive system components is carried out.

Opening and performing any type of maintenance on tractive system enclosures is allowed only if mentioned system is de-energized, and the accumulator is located in a dedicated area inside the team's pit or in the Charging Area (see section: "Additional Safety Measures").

Activation of the tractive system in the pits is allowed only if the following rules are followed:

- The team has completed full scrutineering procedure,
- The car must be lifted with all driven wheels removed,
- One team member must be prepared to push the emergency stop button,
- All team members conducting measurements or interfacing with the vehicle must wear safety gloves and use tools approved during pre-inspection,
- The tractive system should only be active for the minimum necessary duration,
- A maximum of 2 team members can perform tasks or measurements with the vehicle, and at least one of them must be an ESO,
- The pit area around the vehicle must be separated, for example, by warning tape,
- An extinguisher must be nearby and unobstructed in case of an emergency,
- A clear indication of operation on the tractive system must be visible from outside the pit (e.g. a sign/card on the vehicle saying "Tractive System Active")

**Failure to comply with any of the foregoing rules will be treated as a safety violation and will result in the team's disqualification.**

### **PL 5.11. Additional Safety Measures [EV Only]**

When the accumulator is inside the team's pit on the hand cart, it must be stored near the exit in a dedicated pit area. Teams have the discretion to prepare and mark this area, provided that the following rules are followed:

- It should be as close to the pit exit as possible,
- There must be a direct and unobstructed pathway to the outside of the pit,
- The area should be clearly demarcated by barriers or tape,
- It should be easily visible from the outside of the pits,
- It must be protected from potentially changing weather conditions.

Only after passing the Accumulator Inspection is the team allowed to remove the accumulator from the dedicated safety area while inside the pit and mount it inside the vehicle.

Each violation of the foregoing rules will result in 10 penalty points deducted from the team's event score. When the team is preparing for further parts of the Electrical Inspection or Dynamic Events, and the accumulator is mounted inside the vehicle (which is stationary in the pit), the following rules must be followed:

- The accumulator must be mounted as the last activity in preparation for the upcoming event,
- The empty accumulator hand cart must be stored in the dedicated area in the pit,
- When the accumulator is installed in the car, the car must be on the ground with its wheels mounted and have an unobstructed path to the pit exit.

Each violation of the foregoing rules will result in 10 penalty points being deducted from the team's event score.

**It is mandatory that all tractive accumulators are transported to the event site with a state of charge lower than 30%. This will be verified at the start of Battery Inspection, and failure to comply will result in a deduction of 25 penalty points from the team's event score. If a team cannot discharge the tractive accumulators safely prior to the Competition but is able to provide the Organizer with valid justification for this at least 3 days before the Competition, the penalty points may be reduced or even waived at the discretion of the Organizer.**

### **PL 5.12. E-safety Communication Channel [EV Only]**

Each of the EV and HY team must designate at least one person who will be responsible for handling all electrical safety activities and communication on E-safety channel on Discord.

A dedicated communication channel will be established to prioritize communication related to electrical safety. Teams are obligated to use it in any situation where there is a suspected e-safety risk or higher risk of hazardous events such as, but not limited to:

- Any measurement from the AMS showing cells operating outside of the Safety Operating Area,
- Insulation Monitoring Device errors,
- Smoke or fire of any electrical system components,
- Any issues occurring during dynamic events,
- Daily safety status checks.

### **PL 5.13. Hybrid Class Information [HY Only]**

All teams that take part in the Competition as Hybrid Class (HY) must follow additional safety rules.

### **PL 5.14. Hybrid Storage Container Inspection [HY Only]**

FSP Competition introduces an additional step of Technical Inspection - Hybrid Storage Container (HSC) Inspection. HSC must be available as a stand-alone component (removed from the car) for the first part of a car technical inspection. The procedures for verifying its compliance with regulations and good engineering practices will be carried out as a separate part of the technical inspection. This step will be performed in a dedicated area (Battery Tent). HSC chargers will be also verified during this part of inspection.

### **PL 5.15. Hybrid System Officer [HY Only]**

Every team participating in HY class must designate at least one, up to four, members responsible for implementation and coordination of safety measures for operations on the Hybrid System throughout the event. The team can select the HSO during team Arrival registration.

Throughout the event, at least one Hybrid System Officer must:

- Always be reachable by phone during the Competition, incl. Discord E-Safety Communication Channel (for more information see the Event Communication Instruction document),
- Attend all relevant technical inspections,
- Attend all necessary briefings,
- Be present during any operations involving the battery in HY Charging Area (such as charging, maintenance and repair),
- Accompany the vehicle whenever it is in operation or being moved around the Competition site.



## PL 5.16. Hybrid Storage Container Maintenance And Charging [HY Only]

Hybrid Storage Container (HSC) and dedicated charger work is allowed only in the designated area set up by the Organizer (known as the HY Charging Area). This area is specifically allocated for HSC-related tasks. **Battery charging is authorized only after passing the HSC and charger inspection. It is strictly prohibited to repair / work on / modify the battery or charger in the pits. Additionally, connecting the battery charger to mains supply outside of the HY Charging Area (even if it has already passed technical inspection) is not allowed.**

**Any violation of the foregoing rules will be treated as a safety risk and will result in the team's disqualification from the Competition.** Moreover, the HY Charging Area is a designated dynamic area with specific entrance restrictions. Only 3 members per team are allowed to enter the HY Charging Area simultaneously, with at least one of them being a Hybrid System Officer (HSO).

- Team members entering the HY Charging Area must not wear any conductive jewelry or objects that could potentially come into contact with the HSC.
- Any work / modifications / repairs on the HSC within the mentioned area, must be performed while using appropriate protective equipment.
- After completing the charging process, a mandatory wait time of **15 minutes** is required before the HSC can be transferred back to the pit and mounted into the car. During this period, the HSC must be clearly visible in a dedicated area and the team must monitor the voltage and temperature of the cells (as required by T11.7.7.).

The HY Charging Area provides 400 V, 50 Hz, 3phase CEE charging connectors (3L+N+PE 6h) with 16 A and 32 A as well as 230 V, 50 Hz, 1phase CEE 7/3 connectors for charging purposes.

## PL 5.17. Working On The Hybrid System [HY Only]

An HSO must be present in the pit and accompanied by at least 1 team member whenever any activity on the Hybrid System components is carried out.

Opening and performing any type of maintenance on Hybrid System enclosures is allowed only if mentioned system is de-energized, and the HSC is located in a dedicated area inside the team's pit or in the HY Charging Area (see section: "Hybrid System Additional Safety Measures").

Activation of the Hybrid System in the pits is allowed only for the purpose of checking the engine cranking, provided that the conditions of A6.8.3 are met (see rule CV 5.1.9 and A 6.8). If the engine is running, the activation of the Hybrid System is only allowed in the Dynamic Area. Failure to comply with any of the above rules will be considered a safety violation and will result in the team's disqualification.

## PL 5.18. Additional Safety Measures [HY Only]

When the Hybrid Storage Container is inside the team's pit, it should be stored by the exit in a dedicated pit area. Teams have the discretion to prepare and mark this area, provided that following rules are followed:

- It should be as close to the pit exit as possible,
- There must be a direct and unobstructed pathway to the outside of the pit,
- The area should be clearly demarcated,
- It should be easily visible from the outside of the pits,
- It must be protected from potentially changing weather conditions.

**Only after passing the HSC inspection, is the team allowed to remove the HSC from the designated safety area in the pit and mount it inside the vehicle.**

## PL 6.0 Dynamic events

### PL 6.1. General Information

The subsequent pages describe supplementary procedures and key aspects. Further details will be provided during on-site briefings.

**Each team must register at least 4 drivers, with each driver allowed to participate in no more than 2 dynamic events.**

Each time slot noted in the event schedule can change. The last runs can be finished after end of time slots in case team that have received a green flag, or a go signal prior to the end of time, can finish their run. Directly following second runs are not allowed after the end of time.

### PL 6.2. Queue Order And Priority

During Acceleration, Skid Pad, and AutoX events, each team has 4 runs, driven by 2 drivers with 2 runs each. The starting order will be determined by the time of arrival, with priority given to teams on their first round. The team's score will be calculated based on the fastest completed run, including penalties. After completing all runs, each car will undergo post-inspection. If any issues are discovered with the vehicle, the recorded time may not be considered in the final score calculation.

**If no teams are in queue, Officials may decide to end the events earlier.**

### PL 6.3. Team Captains' And Drivers' Briefings

Team Captain Briefings will be held in the Main Tent at 7:45am, as per schedule. Briefings before dynamic events require the participation of **both drivers, ESOs/HSOs and Team's Media representatives**. Each driver scheduled to participate in a dynamic event must attend the briefing on the same day as the dynamic event they are scheduled to drive in. The briefing will cover general information about the Competition and provide detailed information about the dynamic events of the day.

### PL 6.4. Access To Dynamic Area

Every team will receive 4 vests labelled "Dynamic pass". With these IDs, up to 4 team members, including the driver and the ESO, may enter the Dynamic Area or the Engine Test Area. Drivers are permitted to remove the vests while driving but must promptly put them back on afterwards. Any attempt to cheat in this regard is strictly forbidden and will result in a penalty of 10 points.

### PL 6.5. Driving Practice

Driving practice is permitted only during designated times. Each run in the Practice Area must not exceed 3 minutes. However, if only one team is present in the Practice Area, they may use area for an "unlimited" time. Practice sessions and Brake Tests occur in the same zone; therefore, teams intending to complete the Brake Test have priority.

### PL 6.6. Weather

Weather is one of the factors beyond the Organizer control. It is advisable to prepare for varying weather conditions to ensure your own comfort and safety. The Organizer does not anticipate any changes in the schedule due to weather, except in situations that pose a high level of risk to participants. In case of severe weather conditions, timely updates will be provided to keep participants informed.

## PL 6.7. Seals

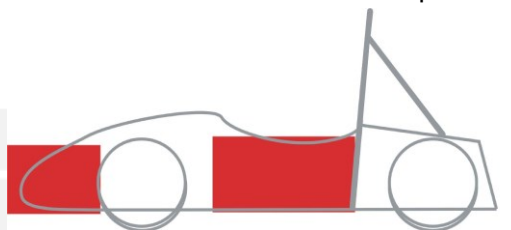
Scrutineers will mark or seal approved parts and components such as tires, rims, insulation monitoring devices, accumulator containers, data loggers, etc. Any part or component found without the proper markings or with broken seals will result in disqualification from all dynamic events. Only Scrutineers are authorized to replace or apply new marks on parts.

## PL 6.8. Timing

Laser measurement devices and loggers will be used for timing purposes. Loggers will be specifically employed during the Endurance race, with assembly instructions provided during the Competition.

## PL 6.9. Transponders / Timekeeping

The preferred location for mounting the transponder is 250 mm from the ground at the front of the car. In case of any issues, alternative mounting options include the center of the car on the sidepods or the side part of the monocoque. The transponder must be unobstructed from the side view of the car. Each device can be checked in the pits before dynamic events.



Picture 6: RFID Tag placement Areas

## PL 6.10. Timekeeping Problems

During dynamic events, timekeeping devices can be damaged, or the measurement may not be performed. Here are some clarifications of the rules:

- If time is measured incorrectly, the team may be allowed an additional run, performed by the same driver.
- If a timekeeping device is destroyed by a team (e.g. by hitting a cone), the time will be treated as DNF.

## PL 6.11. Acceleration Event

**Date and time:** TBA

**Location:** Dynamic area

**Max points:** 75

Each team has 4 runs (attempts), driven by 2 drivers with 2 runs each.

$$\text{Acceleration score} = 0.95P_{max} \left( \frac{\frac{T_{max}}{T_{team}} - 1}{0.5} \right) + 0.05P_{max}$$

**P<sub>max</sub>** is the maximum points for the event according to [table 1](#)

**T<sub>team</sub>** is the team's best time, including penalties.

**T<sub>max</sub>** is 1.5 times the time of the fastest vehicle, including penalties.

## PL 6.12. Skid Pad Event

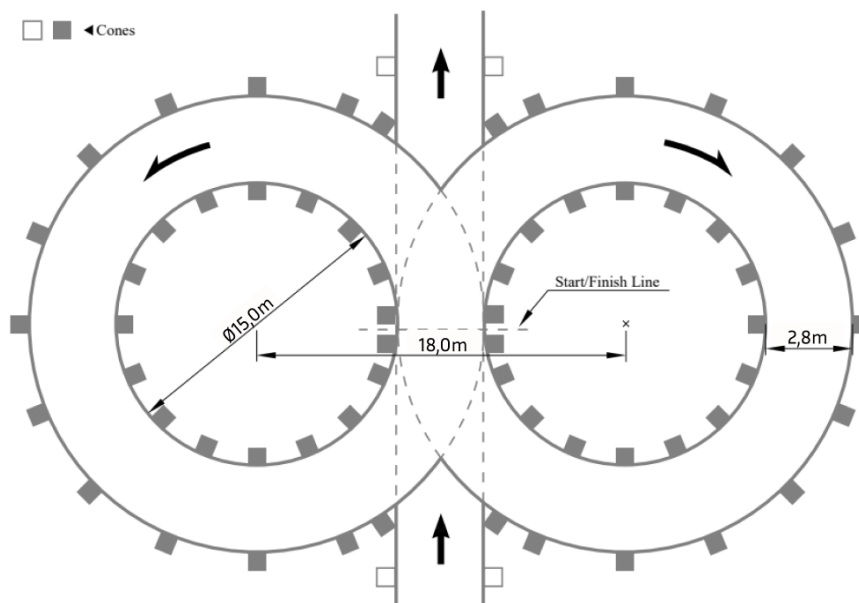
**Date and time:** TBA

**Location:** Dynamic area

**Max points:** 75

**Skid Pad event procedure:**

Due to the track limits, the Skid Pad layout is slightly smaller. A schematic preview of this layout is shown below. Additionally, **the first circuit must be driven on the left side** because of limited spaces in the exit zone. Any cones hit in the exit zone will not be considered as DOO.



$$\text{Skid Pad score} = 0.95 P_{max} \left( \frac{\left( \frac{T_{max}}{T_{team}} \right)^2 - 1}{0.5625} \right) + 0.05 P_{max}$$

- **P<sub>max</sub>** is the maximum points for the event according to [table 1](#)
- **T<sub>team</sub>** is the team's best run time, including penalties.
- **T<sub>max</sub>** is 1.25 times the time of the fastest vehicle, including penalties.

## PL 6.13. Autocross Event

**Date and time:** TBA

**Location:** Dynamic area

**Points:** 100

$$\text{Autocross score} = 0.95 P_{max} \left( \frac{\left( \frac{T_{max}}{T_{team}} \right) - 1}{0.25} \right) + 0.05 P_{max}$$

- **P<sub>max</sub>** is the maximum points for the event according to [table 1](#)
- **T<sub>team</sub>** is the team's best time, including penalties.
- **T<sub>max</sub>** is 1.25 times the time of the fastest vehicle, including penalties.

## PL 6.14. Endurance Event

**Date and time: TBA**

**Location: Dynamic area**

**Max points: 325**

The Autocross finishing order will form the basis for the Endurance running order (time excluding penalties). However, the creation of running order may deviate from a purely speed-based approach to accommodate organizational needs.

Officials have the authority to allow or require cars to run out of order if necessary to finish the Endurance event within the given time limits. In addition to the running order, teams will be assigned a “ready-by” time in the published Running Queue Order. This is the earliest time the team may need to enter the track. From that point, the team must be ready to enter the pre-inspection area.

Only 2 team members, alongside the two drivers, are allowed in the staging area with the vehicle. When the vehicle is called to the staging line, the team must push the vehicle in a ready-to-drive condition to the line. Subsequently, the first driver enters the track and, after completing 9 laps, proceeds to the designated area for the drivers’ exchange. The second driver then enters the track, completing another 9 laps before exiting.

Overtaking is only allowed in the specified passing zones and must be conducted under the control of the track marshals. These passing rules do not apply to vehicles that are stationary on track or to those that have spun out and are not in motion.

$$\textit{Endurance score} = 0.9P_{\textit{max}} \left( \frac{\left( \frac{T_{\textit{max}}}{T_{\textit{team}}} \right) - 1}{0.333} \right) + 0.1P_{\textit{max}}$$

- **P<sub>max</sub>** is the maximum points for the event according to [table 1](#)
- **T<sub>team</sub>** is the team’s corrected elapsed time.
- **T<sub>max</sub>** is 1.333 times the time of the fastest vehicle, including penalties.

## PL 6.15. Efficiency Event

**Date and time: TBA**

**Location: Dynamic area**

**Max points: 100**

Efficiency is measured following the Endurance event.

Only vehicles which meet all of the following requirements are considered for efficiency scoring:

- the vehicle received points for the endurance event
- the uncorrected elapsed endurance time does not exceed 1.333 times the uncorrected elapsed time of the fastest vehicle
- [CV only] the consumed fuel mass does not exceed 15 kg/100 km 98 RON or 21.75 kg/100km E85. Fuel pumps must be on, and fuel valves must be opened during refueling. The measured fuel mass of vehicles using E85 fuel is divided by 1.45 to be comparable to the vehicles using 98 RON.
- [EV only] The endurance energy is calculated as the time integrated value of the measured voltage multiplied by the measured current logged by the data logger, see EV4.6. Regenerated energy is multiplied by 0.9 and subtracted from the used energy.

Efficiency points will be awarded as stated in FS Rules 2025 (v1.1) D7.9, using the formulas below:

$$\text{Efficiency score} = P_{\max} \left( \frac{EF_{\max} - EF_{\text{team}}}{EF_{\max} - EF_{\min}} \right)$$

- **Pmax** is the maximum points for the event according to [table 1](#)
- **EFteam** - the team's efficiency factor
- **EFmin** - the lowest efficiency factor of all teams which were considered for efficiency
- **EFmax** - is defined as 1.5EFmin

The efficiency factor is calculated based on the following formula:

$$EF = T^2 \times E$$

With:

- **T**- uncorrected elapsed driving time
- **E**- [CV ONLY] corrected used fuel mass / [EV ONLY] used energy



## PL 7.0 Static Events

### PL 7.1. Statics Judging Process And Results

Evaluation during Static Events aims to determine the best team in each given category. In case of similar performance levels among at least 2 teams competing for the first place, finals may be organized to ultimately verify the presented level. Preliminary results for both CV and EV classes will be announced the day after the relevant Static Event.

**Only one team will be awarded during the Award Ceremony within each class.**

### PL 7.2. Business Plan Presentation Event

**Date and time: TBA**

**Location: External Conference Room**

**Max points: 75**

#### Objective and procedure

The objective of the BPP is to assess the team's ability to develop and present a comprehensive business model. This business model must offer a product, or a service based on the team's specific prototype vehicle or a specific component of it, providing a rewarding business opportunity that creates a monetary profit. The vehicle or component must be an essential part of the value proposition. Judges should be regarded as potential investors or partners for the presented business model. The presentation should specifically relate to the prototype race car (or it's part) entered in the Competition. The quality of the actual prototype will not be factored into the BPP judging.

#### Key considerations:

Competing teams are tasked with delivering a presentation tailored for potential investors or partners, focusing on all factors influencing the marketability and manufacturability of their design, as well as addressing associated risks conjuring this business idea. While technical aspects of the vehicle design should be presented to reinforce or support performance claims, they should be minimized to the essentials required for an investment decision. Competitors should demonstrate an understanding of the marketplace and the target customer.

Furthermore, they should show how their design aligns with market expectations and how it is completed to proposed business model. Competitors must convince the Judges that their prototype and the related concept not only present a profitable enterprise for the manufacturer/investor but also constitute an appealing investment option.

#### Presentation guidelines:

Presentations are limited to a maximum of 10 minutes. The Judges will stop any presentation exceeding this time. Questions will be reserved for a five-minute question-and-answer session immediately following the presentation. One or more team members may present the business plan, with all team members involved in the BPP required to be present in the conference room and introduced to the judges at the outset. Introduced team members may answer the judges' questions, even if they were not part of the presentation itself. Teams failing to adhere to their assigned time slot will receive zero points for the BPP. A TV screen will be available with possible connection via HDMI cable.

### PL 7.3. Business Plan Pitch Video (BPPV)

Before the event, teams are required to submit BPPV - a concise 30-second video complying with the FSG Rules 2025. The video must be submitted by the 31st of July 2025 via relevant tile in Documents tab in [FSP platform](#).

### PL 7.4. Deep Dive Topic (DDT)

DDT description will be published on [fs-poland.pl](http://fs-poland.pl) website no later than **30st June 2025**.

The DDT should be incorporated into the 10-minute Business Plan Presentation conducted on-site. Remember to be prepared not only on the surface level but also to delve into this theme at expert level, as it may be tested with questions from the judging panel.

### PL 7.5. BPP Scoring

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

$$BPP\ score = 70 \left( \frac{P_{team}}{P_{max}} \right)$$

- **Pteam** is the score awarded to the team
- **Pmax** is the highest score awarded

The scoring of the BPP finalists will vary from 75 to 71 points and is scored immediately after the BPP finals by all judges.

### Assessment Criteria

|                             |                     |
|-----------------------------|---------------------|
| Pitch Video                 | / 10 points         |
| Content                     | / 20 points         |
| Finances                    | / 10 points         |
| Deep Dive Topic             | / 10 points         |
| Demonstration and Structure | / 15 points         |
| Delivery                    | / 10 points         |
| Questions                   | / 10 points         |
| General Impression          | / 15 points         |
| <b>Total</b>                | <b>/ 100 points</b> |

### PL 7.6. Cost & Manufacturing Event

**Date and time:** TBA

**Location:** Team pit

**Max points:** 100

#### Objective and procedure

The objective of the Cost and Manufacturing event is to evaluate the team’s understanding of the manufacturing processes, costs and greenhouse gas emissions associated with the construction of a prototype vehicle. This includes trade-off decisions between content and cost, make-or-buy decisions, and understanding the differences between prototype and mass production. The evaluation process takes 50 minutes, with an additional 5 minutes allotted for the Judges’ discussion, followed by brief feedback.



Cost & Manufacturing Event is divided into two parts:

**Part 1 “Bill of Material (BOM) Discussion”:**

The discussion consists of two elements, which will be evaluated simultaneously by two Judges:

- **Bill of Material Discussion** -This involves evaluating the team’s ability to prepare an accurate engineering and manufacturing BOM for the complete vehicle
- **Cost Understanding**- A discussion to evaluate the general cost and manufacturing knowledge of the team

**Part 2 “Real Case”:**

The topic and procedure for the Real Case will be announced 7 days prior to the event.

**Cost Report Documents**

All documents explained in FS Rules 2025 (see S3.3 – S3.7). For FSP 2025, a CCBOM for the “Steering System” must be submitted. The team must prepare BOM using FSG templates format or similar.

For FSP, the cost and emissions explanation file must not exceed 20 pages of content, consisting of no more than 10 pages each for costs and emissions. A title page, table of contents, and an appendix may also be added. The appendix may only list input values (e.g. the price for 1 kg of aluminum) and must not contain any calculations.

These documents must be uploaded via [FSP platform](#).

Changes to the CRD will not be permitted after the deadline. A changelog of any changes made to the vehicle since the CRD submission can be presented at the BOM discussion. Missing parts of the BOM cannot be included in the changelog.

All CRD must be brought either as a hard copies or digital versions to the event discussion. The team must ensure that two Judges can independently review the CRD. The presented CRD must be identical to the uploaded versions, any discrepancies will result in a deduction of 5 penalty points from the team’s Cost Event score.

**Assessment Criteria**

|                           |                    |
|---------------------------|--------------------|
| <b>BOM Discussion</b>     | <b>/ 50 points</b> |
| <b>Cost understanding</b> | <b>/ 25 points</b> |
| <b>Real Case</b>          | <b>/ 25 points</b> |
| <b>Overall</b>            | <b>/ 100 poits</b> |

**PL 7.7. Engineering Design Event**

**Date and time: TBA**

**Location: Main Tent**

**Max points: 150**

**Objective and procedure**

The Engineering Design Event evaluates the engineering effort invested into the vehicle and how it aligns with intent of the market, focusing both on vehicle performance and overall value.

Among the evaluated factors are the integrity of the design, team and project management, approach to the design and validation of solutions, good engineering practices and understanding of the design as well as data analysis and plans for development.

**The evaluation criteria for the event include:**

- **Vehicle concept definition:** assessing how the team has defined choice of concept,
- **Design goals and their achievement:** evaluating the team’s definition and demonstration of goals for a season,
- **Design & Validation process:** analysing team's overall approach to the design and validation process, including pre-race testing,
- **Team structure, documentation and knowledge transfer:** evaluating how team manages documentation and knowledge transfer cross years,
- **Data analysis and plans for development:** how the team collects and uses the data, what’s their approach for the data analysis in terms of the future plans decision-making process,
- **[Only EV] Additionally, at the FS Poland Competition, recognizing the demanding status of battery design, specific category of Battery has been included for the EV Teams.**

The Engineering Design event will take place in the Main Tent, with each team allotted the event time is 60 minutes. Each team must follow the schedule published before the event and be present 10 minutes before their EDE time slot in the Main Tent. Teams will get 10 minutes before the EDE to prepare their designated area, car and team members as well as the 10 minutes after EDE to take their material and car and leave the Main Tent area giving their place for the next Team.

The scoring in EDE is detailed below, with maximum of 150 points to score. Vehicles must be presented for design judging in finished condition, fully assembled, complete and ready-to-race. Covers and/or parts may be removed during the design judging to facilitate access and presentation of components or concepts.

**Submission requirements**

The Engineering Design Documents include:

- Engineering Design Report (EDR),
- Design Spec Sheet (DSS).

These documents must be submitted via [FSP platform](#) (in specific tile in the “Documents” tab) no later than the given deadline.

**Assessment Criteria For CV Class**

|   |                     |
|---|---------------------|
| <b>Overall Vehicle Concept and Management</b> | <b>/ 30 points</b>  |
| <b>Chassis and Ergonomics</b>                 | <b>/ 20 points</b>  |
| <b>Vehicle Dynamics and Suspension</b>        | <b>/ 20 points</b>  |
| <b>CV Powertrain</b>                          | <b>/ 20 points</b>  |
| <b>Electrical and Control Systems</b>         | <b>/ 20 points</b>  |
| <b>Aerodynamics</b>                           | <b>/ 20 points</b>  |
| <b>Common Topics</b>                          | <b>/ 20 points</b>  |
| <b>Overall sum</b>                            | <b>/ 150 points</b> |

## Assessment Criteria for EV Class

|   |                     |
|---|---------------------|
| <b>Overall Vehicle Concept and Management</b> | <b>/ 30 points</b>  |
| <b>Chassis and Ergonomics</b>                 | <b>/ 20 points</b>  |
| <b>Vehicle Dynamics and Suspension</b>        | <b>/ 20 points</b>  |
| <b>EV Powertrain</b>                          | <b>/ 10 points</b>  |
| <b>Battery and Hardware</b>                   | <b>/ 10 points</b>  |
| <b>Electrical and Control Systems</b>         | <b>/ 20 points</b>  |
| <b>Aerodynamics</b>                           | <b>/ 20 points</b>  |
| <b>Common Topics</b>                          | <b>/ 20 points</b>  |
| <b>Overall sum</b>                            | <b>/ 150 points</b> |

### PL 7.8. Static Events Feedback Session

Team will have the right to book a time slot for the feedback session, approximately 20 minutes for each of Static Events. The exact schedule and duration of the feedback session slot will be announced before the competition. A feedback session is a time when teams get feedback on their project, both strengths and places for improvement, and have a chance to talk to the judges about their static events and get advices how to develop their project.

The queue tool for booking time slots will be available on Discord during the Formula Student Poland 2025. Static Events feedback queue order communications method will be explained in Event Communications Instruction document, shared before Competition.

## PL 8.0 Penalty Points

| Name of issue  | Penalty Points           |
|--|--------------------------|
| Differences between electronically sent and printed versions of the documents shown at the event               | 5                        |
| Being late to the queue before the race  | 2min+20+<br>end of queue |
| Being late or skipping time slot in Scrutineering or any Static Event  | 20                       |
| Wearing open-toe shoes in designated areas (outside the campsite)  | 5                        |
| Using power tools/welding/grinding outside the designated area   | 25                       |
| Combustion / electric motor running outside the designated area  | Team DSQ                 |
| Smoking inside the pit, Main Tent or Dynamic Area  | 50                       |
| Music after 10:00 p.m. and other violations of a quiet hours' regulations                                      | 50                       |
| Too many members within the Dynamic Area   | 10                       |
| Team members on the pit wall   | 10                       |
| Media Pass holder helping the team in the Dynamic Area   | 10                       |
| Registration for the technical examination without preparation   | 5 +<br>end of queue      |
| Failure of a team member to follow an instruction or command directed specifically to that team or team member | 25                       |
| Missed meeting or briefing by the Team Captain or Driver   | 10                       |
| Pushing the car without push bar   | 10                       |
| Media appearance in prohibited areas   | 10                       |
| Working on the car and/or car components outside the designated areas  | DSQ                      |
| Violation of the HSC safety rules  | DSQ                      |
| Missed document submission deadline (points per week)  | 10                       |
| Violation of the Additional Safety Measure Rules   | 10                       |

## Behaviour In Case...

### Regular fires (FUEL, OIL, PAPER, WOOD, ETC.)

1. **Call for help** (fire department) by either finding an official with a radio or calling **112**.
2. Ensure your safety and that of others by **assisting injured individuals** to leave the accident area and providing first aid if possible.
3. If it can be done without risking harm, try to **extinguish the fire. Remember to cut the power to any electrical sources involved** in the fire before attempting to extinguish.
4. **Leave the area promptly** and instruct others to do the same, following designated evacuation routes if available.
5. Wait for the fire-fighters or/and ambulance personnel to arrive.
6. Allow fire-fighters to manage the situation and medical professionals to provide necessary medical treatment.

### Accumulator fires

1. Immediately leave the area within a radius of 5 meters and ensure others do the same.
2. Assist injured people to **leave the area**. Overheated accumulators pose an extreme danger, so prioritize safety over attempting to extinguish the fire.
3. Provide **first aid to the injured individuals**, if it is possible and safe to do so. See the section below for guidelines on managing electric shock injuries. Under no circumstances, do NOT give the victim water or food.
4. Call for help by finding an official with a radio or by **calling 112** yourself. Wait for the fire-fighters and ambulance to arrive, who will handle the situation.
5. Remember **regular emergency number: 998** (available 24/7)
6. Maintain a safe distance from fumes coming from the accumulator or the car; taking note of wind direction to avoid exposure.

### Electric shock

1. **Call for help** by either finding an official with a radio or by calling **112** yourself, preferably in parallel to the following steps.
2. **Push one of the emergency shutdown buttons** located on the vehicle and wait until the TSAL is switched off. Be patient, as this process may take up to 5 seconds.
3. **Check the responsiveness** - try to communicate with the victim, asking about their health. Don't touch an injured person who is still in contact with an electrical current.
4. Insulate yourself if you must move a victim away from a live contact – wear dry gloves or cover your hands with multiple layers of non-conducting cloth material and cover potential contact paths with the car with the HV isolation blanket. Watch your footing to make sure that you do not slip or fall when trying to move the victim.
5. Avoid moving the victim if there's a risk of neck or spinal injuries, unless immediate danger demands relocation.
6. Do NOT give water or food to the victim.
7. Administer **artificial respiration** if the victim is not breathing.
8. Perform CPR if the victim's heart has stopped (but only if you are trained in CPR) or use an Automated External Defibrillator (AED).
9. Cover burns with a sterile dressing. On the surface, electrical burns may not look serious, but they can cause severe damage deep within the tissue.

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