



FORMULA STUDENT POLAND

HANDBOOK 2026

V1.1

Changelog

Date	Version	Modification	Content
08.01.2026	v1.0	First Release	
14.01.2026	V1.1	Formatting	No change

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 determination.



Table of contents

PL 1	GENERAL INFORMATION	6
PL 2	REGISTRATION PROCEDURE	8
PL 3	PRE-EVENT PROCEDURES.....	12
PL 4	EVENT RULES AND PROCEDURES.....	14
PL 5	TECHNICAL INSPECTION	18
PL 6	DYNAMIC DISCIPLINES.....	22
PL 7	STATIC DISCIPLINES	26
PL 8	PENALTY POINTS	31



Glossary

Class – A vehicle category competing in FSP’26; the term Category is used as a synonym within this document. Official Classes on FSP’26 are EV and CV(&HY).

Competition – Alternative for *Formula Student Poland*.

Competitors – Teams officially registered and accepted to participate in the FSP’26 Competition.

Disciplines – The competition is divided into a series of static and dynamic disciplines.

Event – The Formula Student Poland Competition.

FS Rules – Abbreviation for *Formula Student Rules*, the official and binding regulations governing Formula Student competitions.

FSAA – Abbreviation for *Formula Student Alpe Adria*.

FSP – Abbreviation for *Formula Student Poland*.

FSP’25 – Abbreviation for last year’s Formula Student Poland 2025 edition.

FSP’26 – Abbreviation for Formula Student Poland 2026 edition.

Officials – Authorized representatives of the Formula Student Poland responsible for conducting and supervising the Competition.

TBA – Abbreviation for *To Be Announced*, indicating information that will be provided in future revisions of the Handbook.

Teams – A general term referring to all Formula Student teams worldwide, or a group of teams of which not all necessarily participate in FSP’26 (e.g. ‘EV Teams’ or ‘Polish Teams’)

Safety information

FIRST AID POINTS

It is necessary to accompany the injured person to the first aid point. Basic assistance is provided there.

SEVERE INJURY

In case of serious injury, contact the staff immediately. Staff members have a two-way radio, they will relay to the on-site rescue team (if available) or will call an ambulance.

If you need to call an ambulance yourself, contact 999 for any cell phone and landline.

EMERGENCY NUMBERS

Emergency services:



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 General information

PL 1.1 Competition dates

PL 1.1.1 Check-in for the campsite and pit area will be available on August 24th, 2026.

PL 1.1.2 The official departure date is August 30th, 2026.

PL 1.2 Competition location

PL 1.2.1 Competition will be held at:
Autodrom Słomczyn,
Słomczyn 66,
05-600 Grójec POLAND



PL 1.2.2 Camping and sanitary facilities are located at the event site; no commute is needed.

PL 1.3 Classification

PL 1.3.1 Formula Student Poland 2026 (FSP 2026) will feature two classes:

- Internal Combustion Vehicle (CV) including Combustion Hybrid Vehicle (HY)
- Electric Vehicle (EV)

PL 1.3.2 [A 1.2.6] There will be **no Driverless Cup** at FSP 2026.

PL 1.3.3 The competition will be open to 30 Competitors in total, 20 EV Class and 10 CV&HY class. Final numbers for each class are subject to change depending on registration.

PL 1.4 Applicable rules

PL 1.4.1 The event will be conducted in accordance with the **Formula Student Rules 2026**. 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 2026.

PL 1.4.2 Non-exhaustive table of rule change, addition, waiver and/or interpretation is in Table 1

PL 1.5 Maximum points awarded

PL 1.5.1 [A 1.2.5 change] Achievable points in each class are listed Table 2

PL 1.6 Important technical rules alterations

PL 1.6.1 [T 14 interpretation] No autonomous system is required for any part of the competition. Autonomous system components may be removed from the car or left in the car at the team's discretion. If autonomous system components are present, the following applies:

- T14.5 applies and will be checked in the Technical Inspection.
- the ASMS must be always switched off
- the ASB must be deactivated/discharged

PL 1.6.2 [EV 5.8 change] FSP'26 grace period: Competitors are allowed to comply with either 2025 V1.1 or 2026 v1.1 version of the EV 5.8 rules.

FS Rules 2026	FSP'26 Handbook	Comment
A 1.2.5	PL 1.5.1	Maximum points per discipline table
A 1.2.6	PL 1.3.2	No Driverless Cup
A 4.3.8	PL 5.4.2	Electrical System Officer Qualification
A 5.3.4	PL 3.4.1	Correction requests
A 5.4.1	PL 3.4.2	Late Submission or Non-Submission
A 5.4.2	PL 3.4.4	Late Submission or Non-Submission
A 6.10.3	PL 5.6	Working on TS
A 6.12	PL 5.5	Battery charging
T 14	PL 1.6.1	AS with no Driverless Cup
EV 5.8	PL 1.6.2	Cell temp. measuring rules grace period
IN 1.1.1	PL 5.11	HSC inspection added
S 4.5	PL 7.9	Engineering Design Scoring
D 1.2.1	PL 6.1.2	Driver Limitations

Table 1. FS Rules alterations for FSP'26

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

Table 2. Maximum points awarded

PL 2 Registration procedure

PL 2.1.1 Formula Student Poland 2026 will host 30 team slots (20 EV and 10 CV&HY). The primary registration criterion is the team's result in the registration quiz. Exceptions apply to the Competitors awarded a wild card and to domestic slots reserved for Polish teams. The following section describes all key rules and conditions related to the registration process for the Competition.

PL 2.2 Wildcard

PL 2.2.1 Two slots total are reserved for FSP'25 winners in the EV and CV classes. They must create an account on the FSP platform, but they do not have to participate in the registration quiz.

PL 2.2.2 Wildcard covers registration and handling fees; additional team members are permissible with a fee, as per **PL 2.10.2**.

PL 2.2.3 FSP'25 Winners:

- EV: OTH Amberg-Weiden - **Running Snail Racing Team**
- CV&HY: Czech University of Life Sciences Prague - **CULS Prague Formula Racing**

PL 2.3 Domestic reserved slots

PL 2.3.1 Officials have reserved up to 10 slots for Polish teams. Slots are allocated as follows:

- 6 slots for EV class
- 4 slots for CV&HY class

PL 2.3.2 Unfilled domestic slots might be reallocated.

PL 2.3.3 To obtain a slot from this pool, the team:

- Must represent a Polish university
- Must take part in the Registration quiz as per **PL 2.4**

PL 2.3.4 Slots are being assigned according to registration quiz results.

PL 2.3.5 Domestic slots are **not exempt from fees**

PL 2.4 Registration quiz

PL 2.4.1 The registration quiz will take place on January 30th, 2026, at 17:00 (CET) and will remain open for 45 minutes. Registration quiz will be hosted by Formula Student Alpe Adria and the link to the Quiz will be available on both FSAA and FSP platforms.

PL 2.4.2 The quiz is organized jointly by Formula Student Poland (FSP) and Formula Student Alpe Adria (FSAA). To be eligible to participate, Teams must complete the following mandatory steps before the quiz day:

1. Register on the platform of the event in which they intend to participate. If a team intends to participate in both FSP and FSAA, they must register on both platforms using the same email address, team name, and university name:
 - FSP platform: <https://formula.student-poland.pl/>
 - FSAA platform: <https://fs-alpeadria.com/register/>
2. Create the account(s) at least 24 hours before the registration quiz.
3. Participate in the joint FSAA & FSP registration quiz, scheduled for January 30th, 2026, at 17:00 (CET).
4. Select your participation option in the Registration Quiz:
 - FSP only,
 - FSAA only
 - Both FSP and FSAA

5. Confirm your participation on the FSP platform within 24 hours after quiz ends. The participation confirmation button will be visible on the main page after logging in.
6. Complete the payment within the required deadline. Failure to complete any of the steps above may result in disqualification from the registration process.

PL 2.5 FSP Account creation

PL 2.5.1 Each team must create a new, individual account, which shall be managed exclusively by the Team Captain. To create an account, the team must complete three mandatory steps:

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

Table 3. Information needed on FSP Platform

PL 2.5.2 All information must be filled with the official English names and must not contain any special characters.

PL 2.6 Registration - additional information

PL 2.6.1 Every Team must create a new Team account for the FSP'26, even if already had one for the past FSP events. [FSP platform](#) will be available for Teams from January 23rd, 2026.

PL 2.6.2 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.

PL 2.6.3 Please use a modern browser without any content-changing plugins, such as ad blockers. We suggest using Google Chrome or Microsoft Edge.

PL 2.6.4 There will be only one quiz for both CV&HY and EV classes.

PL 2.6.5 Each registered team must have an account on FSG website, where they must submit necessary documents and use the templates provided.

PL 2.7 Team Status on FSP Platform

PL 2.7.1 The list of team registration results will be visible and updated live on the FSP Platform. Each change of status is official and carries consequences related to the registration process.

PL 2.7.2 The following registration statuses exist in the FSP system:

Registered by Wildcard - The team has been accepted through a Wildcard (see [PL 2.2](#))

Registered by Domestic Slot - The team has been accepted for a domestic slot (see [PL 2.3](#))

Registered by Quiz Results - The team has been accepted based on its position in the official registration quiz ranking.

Waiting List - Admission to the Competition may be granted if a slot becomes available due to withdrawal or deregistration of another team.

Withdrawn - The team has voluntarily withdrawn from the registration process or the Competition.

Deregistered - Status assigned to a team that has been deregistered from the Competition by FSP Officials.

PL 2.8 Quiz results

PL 2.8.1 The preliminary results will be available on Friday, January 30th, 2026, by 23:59 (CET) on [FSP platform](#).

PL 2.8.2 The official results will be available on Sunday, February 1st, 2026, at 17:00 (CET) on [FSP website](#) and [FSP platform](#).

PL 2.9 Protests to the quiz results

PL 2.9.1 Any protest, complaint or question regarding the registration quiz must be send to the following e-mail address - Hello@fs-alpeadria.com

PL 2.9.2 All protests must be submitted before Saturday, January 31st, 2026, by 17:00 (CET). In the e-mail content, please provide a detailed description of the incident with attachments.

PL 2.10 Registration fee

PL 2.10.1 The Formula Student Poland total participation cost is €3500 + VAT. Camping is included in the registration fee. The registration fee covers participation for up to 15 team members.

Summary registration cost for **non-Polish** teams is €3500, including VAT. This includes:

Item	Net	VAT rate	Incl. VAT
Handling Fee	250 EUR	NP = 0%	250 EUR
Registration Fee	3250 EUR	ZW = 0%	3250 EUR

Summary registration cost for **Polish** teams is 14745,50 PLN, including VAT. This includes:

Item	Net	VAT rate	Incl. VAT
Handling Fee	850,00 PLN	23%	1045,50 PLN
Registration Fee	13700,00 PLN	ZW = 0%	13700,00 PLN

PL 2.10.2 Participation of up to 10 additional team members is possible and subject to a fee (VAT inc.):

Date	Registration	Camping
Until the TMD submission deadline	€50/person	€50/person
After the TMD submission deadline	€100/person	€100/person

PL 2.10.3 All payments must be made before the event.

PL 2.11 Payment procedure

PL 2.11.1 A team shall be considered in the official results only if all the following conditions are fulfilled:

- The team declared its intention to participate in FSP or in both FSP and FSAA at the end of the registration quiz.
- The team confirmed its intention to participate in FSP'26 on the [FSP platform](#) within 24 hours of the publication of the preliminary results.

PL 2.11.2 Following the announcement of the official results (Sunday, February 1st, 2026), all admitted Competitors will receive an **official confirmation via email** with the proforma invoice for the registration fee. Competitors admitted from the first official results list are required to complete the registration fee payment no later than 23:59:59 (CET) on February 4th, 2026. Payment confirmation issued by the bank must be submitted to info@fs-poland.pl within this deadline.

PL 2.12 Refund policy

PL 2.12.1 Officials reserve the right to cancel the Formula Student Poland 2026, in the event of unforeseen circumstances that prevent the safe organization of the event.

PL 2.12.2 If FSP'26 gets cancelled, all fees except for the handling fee (and applicable taxes) will be refunded.

- PL 2.12.3 Registration and camping fee will not be refunded after de-registration or withdrawal of the Competitor for any reason.
- PL 2.12.4 In the event of a Competitor's withdrawal from the Competition, a refund of the registration fee will be possible only if the withdrawing Competitor finds another team willing to take over its place. In such a case, refund conditions and financial settlements will be considered individually with all parties involved.
- PL 2.13 Registration after document submission deadlines**
- PL 2.13.1 Competitors must submit all overdue documents within 24 hours after the officials have confirmed that the registration fee has been received.
- PL 2.13.2 Standard late submission penalties apply after the 24-hour period has passed (see **PL 3.4**)
- PL 2.14 Faculty advisor**
- PL 2.14.1 Faculty advisors are not mandatory for FS Poland 2026. Competitors may be accompanied by any number of faculty advisors.
- PL 2.14.2 All faculty advisors must be registered and included in the TMD file. In terms of fees all faculty advisors are treated as regular team members.



PL 3 Pre-event procedures

PL 3.1 Event communication

PL 3.1.1 All official information and communications will be conducted via: info@fs-poland.pl. Each team may submit official protests, requests, or questions to this email.

PL 3.2 Discord communication channel

PL 3.2.1 The **main communication channel** during the Competition will be **Discord**.

PL 3.2.2 An invitation link, including instructions and guidelines for proper use, will be shared with Competitors via email.

PL 3.2.3 The FSP Discord includes:

- Team private communication channels
- E-safety communication channel
- Overall announcements channel, open throughout the season

PL 3.2.4 All publications via the **'FSP Announcements'** Discord channel are considered an official part of the Competition rules and must be treated accordingly by Competitors.

PL 3.3 Document submission

PL 3.3.1 All details regarding required documentation, including format and submission process, can be found in the 'Document Submission Instruction' on the event website under the 'Competition' tab and in the registration system under the 'Help' tab.

PL 3.3.2 Any questions or issues related to documentation can be reported via info@fs-poland.pl

PL 3.3.3 Each registered team must **have an account on the FSG website**, where they must submit the necessary documents using the provided templates.

PL 3.3.4 Each document submit on [FSP platform](#) must have correct name and format.

Required name: **FSP26_number_abbreviation**

Example: **FSP26_E22_VSV.MP4** or **FSP26_091_TVSD.pdf**

PL 3.3.5 Failure to comply with the required file name or file format will result in the document being considered invalid and rejected.

PL 3.3.6 In case of technical issues with uploading a file to the [FSP platform](#), Competitors are allowed to submit the file via email to info@fs-poland.pl.

PL 3.3.7 After a document has been rejected, the team has **72 hours** to upload a corrected and compliant version. Failure to submit the corrected document within this timeframe will result in the application of penalties as described in **PL 3.4**

PL 3.4 Late submission

PL 3.4.1 [A 5.3.4 waiver] FS Rules A 5.3.4 is waived.

PL 3.4.2 [A 5.4.1 change] For each day of each submission later than the respective deadline a penalty is deducted from the competitor's score according to **Table 4**.

PL 3.4.3 Penalty points are applied for each started 24-hour period after the submission deadline.

PL 3.4.4 [A 5.4.2 waiver] FS Rules A 5.4.2 is waived.

Document	Daily penalty point
ESF HSF ASES SES & SE3D IAD VSV	10
ESQ CRD ESD BPEFS TVSD	5

Table 4. Penalty points for missed deadlines

PL 3.4.5 Penalties applied due to late submission of TVSD, CRD and BPEFS will be deducted from the team's final score of the respective Static Disciplines(s). The minimum achievable final score in each Static Disciplines is 0.

PL 3.4.6 Penalty points for deficiencies or non-compliance related to other required documents will be deducted from the team's overall score. The total number of penalty points applied to a team under this provision shall not exceed 1000 points.

PL 3.5 Document deadlines

PL 3.5.1 All documents and information must be submitted prior to the deadlines specified in **Table 5**.

PL 3.5.2 All documents must adhere to the maximum size of 100 MB.

Date	Content	Format	Submission	Template
2026-03-13 13:00 CET	Accumulator Structural Equivalency Spreadsheet (ASES)		Via FSG	FSG
2026-03-13 13:00 CET	Impact Attenuator Data (IAD)		Via FSG	FSG
2026-03-13 13:00 CET	Structural Equivalency 3D Model (SE3D)		Via FSG	FSG
2026-03-13 13:00 CET	Structural Equivalency Spreadsheet (SES)		Via FSG	FSG
2026-03-27 13:00 CET	Electrical System Form (ESF)		Via FSG	FSG website
2026-03-27 13:00 CET	Fuel Type Order (FTO)		Via FSP	FSP
2026-03-27 13:00 CET	Hybrid System Form (HSF)		hybrid@fs-world.org	FSA page rules & documents
2026-05-29 13:00 CEST	Business Plan Executive & Financial Summary (BPEFS)	.pdf	Via FSP	FSP
2026-05-29 13:00 CEST	Technical Vehicle System Documentation (TVSD)	.pdf	Via FSP	FSP
2026-05-29 13:00 CEST	Cost Report Documents (CRD)	.pdf	Via FSP	FSG
2026-05-29 13:00 CEST	Magazine Uploads (MU)	.jpg .docx	Via FSP	FSP
2026-06-19 13:00 CEST	Team Member Designation (TMD)	.xlsx	Via FSP	Rules 2026
2026-06-19 13:00 CEST	Electrical System Officer Qualification (ESOQ)	.pdf	Via FSP	FSP
2026-07-03 13:00 CEST	Vehicle Status Video (VSV)	.MP4 .MKV	Via FSP	Rules 2026

Table 5. Document submission deadlines

PL 3.6 Vehicles shipping

PL 3.6.1 Competitors are strongly advised to consult with their shipping company or freight forwarder to ensure full compliance with all applicable customs, import/export, and aviation shipping regulations.

PL 3.6.2 The provision of all necessary customs documentation, shipment inspections, and reporting/documentation of any damage to the shipment is the sole responsibility of the team.

PL 3.6.3 Information regarding vehicle shipping must be submitted to the Officials via email: info@fs-poland.pl **no later than three months before the event.**

PL 4 Event rules and procedures

The goal of the Competition is to ensure the safe completion of all disciplines on-site. The following guidelines are created to inform Competitors 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

- PL 4.1.1 Failure to follow instructions directed at a team or team member: 25 penalty points ([see A 3.2.1](#)).
- PL 4.1.2 Augmenting or disobedience toward any official: immediate team elimination ([see A 3.3.1](#)).
- PL 4.1.3 Competitors may submit an official protest if disagree with a decision ([see A 3.7](#)).
- PL 4.1.4 Persistent discussion with officials results in an official warning; subsequent warnings may incur a 25-point penalty.

PL 4.2 Prohibited substances

- PL 4.2.1 Zero tolerance: alcohol (0.0‰), cannabis, or recreational drugs on competition grounds.
- PL 4.2.2 Violation leads to immediate disqualification; repeated violations result in team disqualification.
- PL 4.2.3 Medically prescribed drugs are allowed if they do not affect behavior or performance.

PL 4.3 Competitors' arrival & on-site registration

- PL 4.3.1 Competitors must proceed to the designated Arrival Point near the venue entrance, as indicated on the event map ([link TBA](#)).
- PL 4.3.2 Team captains, drivers, and ESOs (EV only) are required to register here.
- PL 4.3.3 Drivers must present a valid driver's license at registration and will receive ID wristbands, which must remain unchanged throughout the event.
- PL 4.3.4 All participants must be at least 18 years old and meet the requirements of point A 4.2 of the FS Rules 2026.
- PL 4.3.5 Arrival at the competition area is possible from [TBA](#), starting at [TBA](#). On this day, only the campsite and the area surrounding the track will be accessible.

PL 4.4 Deposit

- PL 4.4.1 A deposit is required for the following items:
 - Vests (EV & CV)
 - Pit (EV & CV)
 - Camping (EV & CV)
 - Timekeeping Transponders (EV & CV)
 - Data loggers (EV only)
- PL 4.4.2 This deposit covers any potential damage caused by the Competitors. Every team member is responsible for taking care of all issued items.
- PL 4.4.3 Deposit amounts:
 - Main deposit: €100 (all classes)
 - Additional deposit: €200 (EV data loggers)
- PL 4.4.4 Competitors should have sufficient cash available, as in cases where change cannot be provided, the full amount submitted will be considered as the deposit. Deposits are paid during team registration at the Arrival Point. Refunds can be collected at the Arrival Point
- PL 4.4.5 Refunds will be processed after Officials verify the cleanliness of pits and campsite and confirm that all issued equipment has been returned.

PL 4.4.6 Refunds will be possible in [Place **TBA**]

PL 4.4.7 In the event of damage to the infrastructure or theft of equipment belonging to the Organizer or the racetrack, the deposits of all teams shall be frozen until the responsible team is identified. If the responsible party cannot be determined, all teams shall bear joint and several liability.

PL 4.5 Datalogger (EV only)

PL 4.5.1 Data loggers will be provided by FS Poland (Officials).

PL 4.5.2 Technical specifications of the dataloggers are available on the website: www.fs-poland.pl

PL 4.5.3 The deposit will be returned after the Competition when datalogger is returned in the same condition as it was received.

PL 4.6 Pits

PL 4.6.1 Each team is allocated a designated pit area of 25 m², with access to single-phase electricity. Pit areas are fixed and may not be altered or expanded.

PL 4.6.2 Team Captains are required to document the empty pit area prior to the commencement of the event. Photographic evidence must be submitted via the team's private channel on Discord.

PL 4.6.3 Upon conclusion of the event, the Team Captain, together with an Official, will conduct an inspection. Provided the pit area is left clean and the tent remains undamaged, the deposit will be refunded.

PL 4.6.4 Competitors may unload equipment into the pits between [**TBA**]. Pit unloading may continue the following morning. There are no limits on the number of vehicles per team during unloading, provided that all safety regulations are strictly followed.

PL 4.6.5 Pits are open only during official hours (see schedule [**TBA**]).

PL 4.6.6 Environmental mats in pits under the car are mandatory; any ground leakage must be cleaned to secure deposit refund.

PL 4.6.7 Open fires and high-temperature tools are strictly prohibited in pits.

PL 4.6.8 Welding and grinding in pits are forbidden; allowed only in the designated workshop area.

PL 4.6.9 Storage of hazardous and flammable substances (e.g. fuel containers) in the pit area is strictly prohibited. Any potentially dangerous substances found in the pits may be confiscated by the Officials.

PL 4.6.10 All hazardous waste (including oil, fuel or battery cells) must be immediately reported to an Officials.

PL 4.6.11 Disposal and securing hazardous waste shall be carried out in coordination with the Officials and in accordance with applicable safety regulations. In case of an immediate threat to health or safety, the Organizer reserves the right to involve appropriate emergency or specialized services.

PL 4.6.12 Failure to comply with hazardous waste storage or disposal procedures may result in penalties, forfeiture of deposits, or disqualification from the Competition.

PL 4.7 Paddock and workshop area

PL 4.7.1 Paddock is open only during official hours (see schedule **TBA**). Any team or team member remaining in the paddock after the announcement of official results may be subject to disqualification or a penalty of points.

PL 4.7.2 The workshop area is a designated location for all special operations that may be potentially hazardous, including welding, grinding, and drilling.

PL 4.7.3 Competitors are responsible for maintaining cleanliness in their designated working areas (pits and workshop) as well as throughout the entire paddock.

PL 4.7.4 All waste must be properly segregated and disposed of only in the clearly designated and labelled waste container

- PL 4.7.5 During welding and grinding operations, team members must wear appropriate personal protective equipment and ensure the safety of all people in the surrounding area. Failure to comply with these requirements may result in penalty points being imposed on the team. 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
- PL 4.7.6 Tire changing stations are not available on-site; Officials provide information about nearby services with suitable machines and tools.
- PL 4.7.7 Smoking on the paddock is allowed only in designated areas.
- PL 4.7.8 Running and using of mobility devices (e.g. scooters, skateboards, hoverboards, segways) by Team members on the paddock is prohibited
- PL 4.7.9 All vehicle movements within the paddock must be performed using a push-bar. At least two team members must secure the front of the vehicle to ensure the safety of all personnel nearby. The driver must wear a minimum of a racing suit while the vehicle is being pushed. Pushing a vehicle with removed parts or without proper assembly is strictly prohibited.

PL 4.8 Racetrack

- PL 4.8.1 The racetrack is a high-risk environment. It is essential that every participant familiarizes themselves with the track regulations and the Formula Student Poland 2026 handbook. Participation in the competition and presence on the track constitutes voluntary agreement to abide by these rules.
- PL 4.8.2 Non-compliance: Failure to comply with these regulations may result in team/participant disqualification or penalty points.
- PL 4.8.3 Property Damage & Theft: Damaging track property or attempting to steal equipment belonging to the track or Officials may be treated as a criminal offense. Individuals or Competitors may be held civilly or financially liable.
- PL 4.8.4 Security & Surveillance: The facility is monitored 24/7 and patrolled by security personnel who are authorized to act when necessary.
- PL 4.8.5 Track Access: The event is closed to the public, except on **TBA** when ticket holders may enter. Ticket holders must also comply with all track rules; failure to do so may result in removal from the premises.
- PL 4.8.6 Medical & Fire Services: Medical staff and on-site fire services are available. In case of emergencies or unsafe behavior, do not hesitate to contact them.
- PL 4.8.7 Event Gates & Opening Hours - The opening of the event gates each day corresponds with the pit opening hours as specified in the official schedule. Exception: on the last day, gates will close after the awards ceremony.
- PL 4.8.8 Each day, the entire circuit facility, including the campsite, is secured via the main entrance gate before the track.
- PL 4.8.9 Facility Closure - The track facility is closed daily from 22:00 to 06:00. After this time, the gate cannot be opened under any circumstances. The closing time is fixed and non-negotiable. For any problems with accessing the racetrack, please contact the Officials via email or the official Discord communication channel.

PL 4.9 Engine testing area

- PL 4.9.1 Starting internal combustion (IC) engines or putting an electric vehicle (EV) into ready-to-drive mode is permitted only within the designated engine test/warm-up area and after passing scrutineering.
- PL 4.9.2 Engine Test Area: Located at the Technical Inspection area (see Event Map (**TBA**)).
- PL 4.9.3 Warm-Up Area: Situated in the Dynamic Area; the location may change depending on the discipline. The correct warm-up area for each session will be announced during the morning briefing and clearly marked on the track using banners.
- PL 4.9.4 Engine Operation: Engines may only be started when the drive wheels are off the ground.

- PL 4.9.5 Safety Equipment: Competitors must have fire extinguishers readily available whenever the vehicle is in ready-to-drive mode.

PL 4.10 Campsite

- PL 4.10.1 The campsite is part of the Autodrom Słomczyn venue, located 100 meters from the paddock. Use of the campsite is optional.
- PL 4.10.2 The camping area is open in accordance with the facility's opening hours and is **closed daily from 22:00 to 06:00**. After this time, the gate **cannot be opened under any circumstances**. The closing time is fixed and non-negotiable.
- PL 4.10.3 In case of any issues related to access to the camping area, please contact the Officials via email or through the official Discord communication channel.
- PL 4.10.4 Competitors that pay the camping fee are required to adhere to all rules and regulations governing the campsite.
- PL 4.10.5 Each team will be allocated a standard campsite area of approximately 200 m². Competitors with additional members may request an expansion up to 300 m². Assigned camping areas are fixed and may not be changed or extended voluntarily.
- PL 4.10.6 Each team will have access to a single-phase or three-phase electrical connection. Modifications to the electrical network are permitted only with prior approval from an Official and must not negatively affect other Competitors.
- PL 4.10.7 A deposit is required for the campsite. The deposit may be withheld if:
- Trash is left on-site,
 - Electrical equipment is damaged,
 - The campsite area is irreversibly altered.
- PL 4.10.8 Competitors are responsible for maintaining cleanliness, proper use of the area, and adherence to the rules. Any failure to comply may result in partial or complete forfeiture of the deposit.
- PL 4.10.9 Vehicles are only permitted on the campsite for the purpose of loading and unloading on arrival and departure days. Campervans and caravans are not allowed. All cars, buses, or trucks must be parked in the designated team parking areas.
- PL 4.10.10 The use of motorcycles, quads, bicycles, scooters, skateboards, or any other similar self-propelled mobility devices by team members or spectators is strictly prohibited.
- PL 4.10.11 Officials are not responsible for private vehicles or incidents occurring on the campsite.
- PL 4.10.12 Running or working on vehicles directly on the campsite is strictly forbidden. Competitors must not use power tools, operate tractive systems, or work on high-voltage systems outside designated areas. Welding and grinding on the campsite are prohibited. Open flames are strictly forbidden; cooking is only allowed in the designated cooking area.
- PL 4.10.13 Music devices exceeding a total power of 20W are not allowed on the campsite. Competitors generating excessive noise may face penalties or exclusion from the Competition.
- PL 4.10.14 Quiet hours are from 22:00 to 06:00. Violation of quiet hours, especially by playing music, may result in up to 50 penalty points. Repeated or persistent violations may lead to team disqualification.
- PL 4.10.15 During quiet hours, the main gates of the racetrack will be closed. All Competitors must strictly adhere to these rules. No intermediate access or assistance will be provided during this time. Any attempt to enter or exit through the closed gates may result in police intervention and a fine.

PL 5 Technical Inspection

PL 5.1.1 **Formula Student Poland 2026** uses the standard score sheet template provided by FSG, with one important modification: **all scrutineering sheet points will be verified**, even if they have already been checked at other competitions.

PL 5.1.2 Technical inspection is time-consuming. It is the **team's responsibility** to prepare thoroughly so that all components of the inspection can be completed efficiently.

PL 5.1.3 The primary goal of the technical inspection is to ensure that **all participants can compete safely** in dynamic Disciplines and to minimize unnecessary DNFs during dynamic disciplines.

PL 5.2 Technical Inspection queue order

PL 5.2.1 All official communication with Competitors will be conducted via Discord. Details regarding the technical inspection queue order and communication methods will be provided in the Event Communications Instruction document, shared prior to the Competition

PL 5.3 Technical Inspection procedure

PL 5.3.1 Vehicle and Team Readiness before approaching Technical Inspection, the vehicle and team must be fully prepared to ensure a smooth and efficient inspection process.

PL 5.3.2 Vehicles must be clean, safe, and free of hazards for both inspection personnel and bystanders.

PL 5.3.3 All vehicles must comply with [FS Rules 2026](#) and follow good engineering practices.

PL 5.3.4 Competitors are required to have all necessary documentation, samples, and project materials ready to avoid delays. Inadequate preparation may result in prolonged inspection times.

PL 5.3.5 Technical Inspection Stickers - Each vehicle that passes Technical Inspection will receive a sticker indicating compliance. The sticker must be placed in a visible area of at least 130 x 80 mm, preferably on the front of the shell or monocoque.

PL 5.3.6 Stickers can be revoked if significant deviations from safety or [FS Rules](#) are detected. Competitors wishing to modify their vehicle after passing must undergo re-scrutineering. A sticker can be reinstated after successful re-inspection.

PL 5.3.7 Driver Equipment will be checked separately in a dedicated pre-inspection area.

PL 5.3.8 Driver Equipment found damaged or unsafe may be impounded.

PL 5.3.9 [EV Only] Dataloggers will be distributed during the Battery Inspection. Competitors are responsible for correct and reliable installation.

PL 5.3.10 After the Endurance discipline, dataloggers must be returned during Post-Electrical Inspection at the designated Battery Inspection tent.

PL 5.3.11 Competitors have up to 15 minutes during each attempt to fix any issues discovered during inspection. Scrutineers may instruct a team to leave if the issue cannot be resolved within this time. Competitors must strictly adhere to timing to avoid penalties.

PL 5.3.12 [HY only] HSC inspection readiness is prioritized in the Technical Inspection schedule. This inspection can be conducted simultaneously with Mechanical Inspection. Completing HSC inspection is mandatory to pass the overall Mechanical Inspection. Detailed instructions for HSC inspection will be provided at least two weeks prior to the Competition.

PL 5.3.13 Scrutineers will mark or seal approved parts and components, including but not limited to tires, rims, insulation monitoring devices, accumulator containers, and data loggers. Any part or component without the proper marking or with a broken seal will result in disqualification from all dynamic Disciplines. Only Scrutineers are authorized to apply or replace these marks.

PL 5.4 Electrical System Officer (EV only)

PL 5.4.1 The Electrical System Officer Qualification (ESOQ) form must be submitted [FSP platform](#).

PL 5.4.2 [A 4.3.8 alteration] Other training (e.g. according to national standards) might be accepted. Each application will be considered individually.

- PL 5.4.3 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 **[TBA]**),
 - 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 5.5 Battery charging (EV only)

- PL 5.5.1 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.
- PL 5.5.2 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.
- PL 5.5.3 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).
- PL 5.5.4 Team members entering the Charging Area must not wear any conductive jewelry or objects that could potentially come into contact with the accumulator.
- PL 5.5.5 Any work / modifications / repairs on the accumulator within the mentioned area must be performed while using High-Voltage protective equipment.
- PL 5.5.6 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.
- PL 5.5.7 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 5.6 Working on the tractive system (EV only)

- PL 5.6.1 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.
- PL 5.6.2 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 **PL 5.7**).
- PL 5.6.3 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')

PL 5.6.4 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 5.7 Additional safety measures (EV only)

PL 5.7.1 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. Competitors 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.

PL 5.7.2 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.

PL 5.7.3 Each violation of the foregoing rules will result in 10 penalty points deducted from the team's discipline score. When the team is preparing for further parts of the Electrical Inspection or Dynamic Disciplines, 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 discipline,
- 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.

PL 5.7.4 Each violation of the foregoing rules will result in 10 penalty points being deducted from the team's discipline score.

PL 5.7.5 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 overall 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 Officials.

PL 5.8 E-safety Communication Channel (EV & HY only)

PL 5.8.1 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.

PL 5.8.2 A dedicated communication channel will be established to prioritize communication related to electrical safety. Competitors are obliged 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 Disciplines,
- Daily safety status checks.

PL 5.9 Hybrid Class information (HY only)

PL 5.9.1 All Competitors that take part in the Competition as Hybrid Class (HY) must follow additional safety rules.

PL 5.10 Hybrid System Officer (HSO) responsibilities

PL 5.10.1 Each team participating in the Hybrid (HY) class must designate one to four Hybrid System Officers (HSO), responsible for coordinating and implementing all hybrid system safety measures during the Competition. HSOs must:

- Attend all technical inspections, including HSC, Battery, and HV/LV inspections.
- Participate in all relevant briefings.
- Be present for any operations involving the HSC in the HY Charging Area, including charging, maintenance, or repair.
- Accompany the vehicle whenever it is in operation or moved around the Competition site.
- Always remain reachable via phone and the Discord E-Safety Communication Channel.

PL 5.11 Hybrid Storage Container (HSC) inspection

PL 5.11.1 HSC must be presented as a stand-alone component for the initial part of technical inspection. Verification includes compliance with regulations, good engineering practices, and inspection of dedicated chargers.

PL 5.11.2 The inspection is conducted in the designated Battery Tent. Charging or maintenance is allowed **only** in the HY Charging Area/Battery tent.

PL 5.12 HY charging rules

PL 5.12.1 Maximum of 3 team members inside simultaneously, at least one must be an HSO.

PL 5.12.2 Conduct all work using proper protective equipment, no conductive jewelry or objects.

PL 5.12.3 After charging, a mandatory 15-minute monitoring period is required before HSC transfers to the pit or vehicle.

PL 5.12.4 Charging connectors provided: 400 V, 50 Hz, 3-phase CEE (16 A / 32 A) and 230 V, 50 Hz, 1-phase CEE 7/3.

PL 5.12.5 Connecting HSC chargers outside this area or modifying the battery in the pits is strictly prohibited. Violations may result in disqualification.

PL 5.13 Working on the Hybrid System

PL 5.13.1 All maintenance in the pit requires an HSO and at least one additional team member.

PL 5.13.2 Systems must be de-energized before opening or working on enclosures.

PL 5.13.3 Activation in the pit is allowed only for engine cranking checks, following [FS Rules](#). Running the hybrid system elsewhere requires the Dynamic Area.

PL 5.13.4 Non-compliance constitutes a safety violation and may lead to team disqualification.

PL 5.14 Additional pit safety measures

PL 5.14.1 HSCs must be stored near the pit exit in a clearly marked, unobstructed, and weather-protected area. Competitors must always ensure visibility and safe access.

PL 5.14.2 Removal and installation into the vehicle are allowed **only after successful HSC inspection**.

PL 6 Dynamic disciplines

PL 6.1 General Information

- PL 6.1.1 The subsequent pages describe supplementary procedures and key aspects. Further details will be provided during on-site briefings.
- PL 6.1.2 Each team must register at least 4 drivers, with each driver allowed to participate in no more than 2 Dynamic Disciplines.
- PL 6.1.3 All time slots indicated in the official event schedule are subject to change. Competitors must monitor official announcements and briefings for updates.
- PL 6.1.4 The last runs can be finished after the end of time slots in case a team that has 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 6.1.5 Additional procedures and clarifications will be provided during on-site captain and driver briefings. Drivers must be present at the morning briefing on dynamic disciplines days.

PL 6.2 Queue order and priority

- PL 6.2.1 During Acceleration, Skid Pad, and AutoX Disciplines, each team has 4 runs, driven by 2 drivers with 2 runs each.
- PL 6.2.2 The starting order for Skid Pad, Acceleration, and AutoX will be determined by the time of arrival in the queue, with priority given to Competitors on their first run driven by the first driver.
- PL 6.2.3 Queue order for the Endurance race will be announced after the AutoX discipline and will be based on the fastest lap achieved during AutoX by the team without penalties. If the fastest time is removed due to a failed post-inspection, it will still be considered for the Endurance queue order.
- PL 6.2.4 The team's score will be calculated based on the fastest completed run, including penalties.
- PL 6.2.5 After completing all runs, each car will undergo post-inspection. If any issues are detected with the vehicle, the recorded time may not be considered in the final score calculation.
- PL 6.2.6 Post-Inspection will evaluate both mechanical and electrical aspects of the vehicle to verify that the car remains safe to drive.
- PL 6.2.7 If no Competitors are in the queue, Officials may decide to end the disciplines earlier.
- PL 6.2.8 Drivers must show proof of being present on Drivers briefing before dynamic disciplines.

PL 6.3 Briefings before dynamic disciplines

- PL 6.3.1 The Drivers' Briefing will be conducted together with the Team Captains' briefing and will take place according to the schedule specified in the official event schedule.
- PL 6.3.2 Attendance of all drivers will be checked and verified during dynamic disciplines. Drivers will receive wristbands as proof of attendance at the briefing.
- PL 6.3.3 Media representatives, as well as Electrical System Officers (ESO) and Hybrid System Officers (HSO), are required to attend the briefing to familiarize themselves with key safety information before dynamic competitions.
- PL 6.3.4 Team media must also review the designated Media Zones on the track as explained during the briefing. Failure to comply may result in removal from dynamic discipline areas.
- PL 6.3.5 Presentation materials from the briefing will be provided to the Competitors; however, accessing these materials does not substitute for physical attendance.
- PL 6.3.6 Any driver unable to attend the briefing will not be allowed to participate in dynamic disciplines.

PL 6.4 Access To Dynamic Area

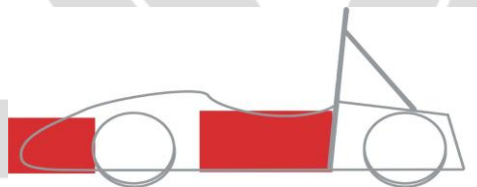
- PL 6.4.1 Each team will receive four vests labelled 'Dynamic Pass.' These vests permit up to four team members, including drivers and the Electrical System Officer (ESO), to enter the Dynamic Area or Engine Test Area.
- PL 6.4.2 Drivers are allowed to remove the vests while driving but must promptly wear them again after exiting the vehicle.
- PL 6.4.3 Any attempt to circumvent this rule will be considered a violation and will result in a penalty of 10 points.

PL 6.5 Driving Practice

- PL 6.5.1 Driving practice is permitted only during designated times. Each run in the Practice Area must not exceed 3 minutes.
- PL 6.5.2 If only one team is present in the Practice Area, they may utilize the area for an extended period, effectively 'unlimited' use.
- PL 6.5.3 Practice sessions share the zone with Brake Tests. Competitors intending to complete the Brake Test have priority over practice sessions.

PL 6.6 Timekeeping

- PL 6.6.1 Laser measurement devices and transponder will be used for timing purposes. Transponders are specifically employed during the Endurance race.
- PL 6.6.2 The preferred transponder mounting location is 250 mm from the ground at the front of the car. Alternative mounting positions, if necessary, include the center of the car on the sidepods or the side of the monocoque. The transponder must remain unobstructed from the side view. All devices may be inspected in the pits prior to Dynamic Disciplines



Picture 6: RFID Tag placement Areas

- PL 6.6.3 **Timekeeping Issues** during Dynamic Disciplines, timekeeping devices may malfunction or be damaged. The following rules apply:
- If a time is recorded incorrectly, the team may be allowed an additional run, performed by the same driver.
 - If a timekeeping device is destroyed by the team (e.g., by hitting a cone), the run will be recorded as DNF.

PL 6.7 Weather

- PL 6.7.1 Weather is beyond the control of the Officials. Competitors are advised to prepare for varying conditions to ensure comfort and safety. The schedule will not be changed due to weather except in cases of high-risk conditions for participants. In the event of severe weather, timely updates will be provided to all Competitors to ensure awareness and safety.

PL 6.8 Dynamic Disciplines Scoring

- PL 6.8.1 Points are given based on the following formula:

$$SCORE = (P_{max} - P_{min}) \left(\frac{T_{max} - T_{team}}{T_{max} - T_{min}} \right)^2 + P_{min}$$

- Where:
- Pmax is the maximum points for the discipline according to table 6

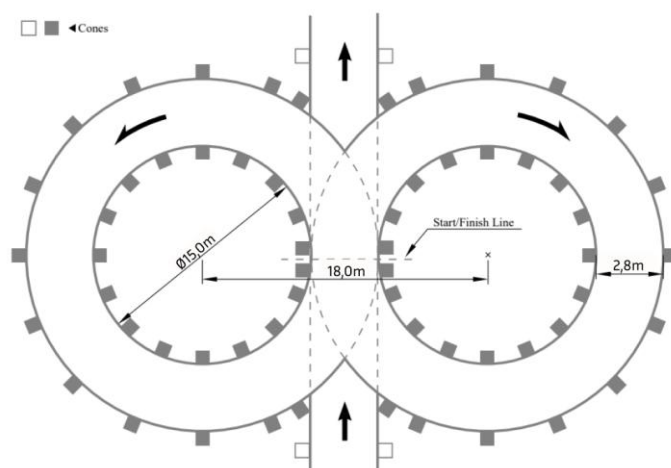
- Pmin is the minimum points for the discipline according to table 6
- Tteam is the team's best time including penalties. Tteam is capped to Tmax.
- Tmax is defined in table 6.
- Tmin is the time of the fastest vehicle including penalties.

Dynamic Discipline	Pmax	Tmax	Pmin
SkidPad	75	1.35 Tmin	0.05 Pmax
Acceleration	75	1.7 Tmin	0.05 Pmax
Autocross	100	1.5 Tmin	0.1 Pmax
Endurance	325	1.5 Tmin	0.1 Pmax

Table 6. Factors used to calculate Dynamic disciplines scores

PL 6.9 SkidPad

- PL 6.9.1 Each team has 4 runs (attempts), driven by 2 drivers with 2 runs each.
- PL 6.9.2 The driver has the option to make the second run immediately after their first run.
- PL 6.9.3 The maximum number of points that can be awarded is 75.
- PL 6.9.4 The run time is the average time of the timed left and the timed right circle plus penalties which are added after the averaging.
- PL 6.9.5 SkidPad discipline 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.
- PL 6.9.6 Any cones hit in the exit zone will not be considered as D00.



- PL 6.9.7 The SkidPad track consists of two pairs of concentric circles in a figure of eight patterns. The centers of these circles are 18m apart. The inner circles are 15m in diameter and the outer circles are 20,6m in diameter.

PL 6.10 Acceleration

- PL 6.10.1 Each team has 4 runs (attempts), driven by 2 drivers with 2 runs each.
- PL 6.10.2 The driver has the option to make the second run immediately after their first run.
- PL 6.10.3 The maximum number of points that can be awarded is **75**.

PL 6.11 Autocross

- PL 6.11.1 Each team has 4 runs (attempts), driven by 2 drivers with 2 runs each.

- PL 6.11.2 The driver has the option to make the second run immediately after their first run.
- PL 6.11.3 The maximum number of points that can be awarded is **100**.

PL 6.12 Endurance

- PL 6.12.1 The maximum number of points that can be awarded is **325**.
- PL 6.12.2 A run consists of 9 laps driven by two different drivers.
- PL 6.12.3 The first driver will drive for 9 laps and will then be signaled into the driver change area. After the driver changes, the second driver drives for an additional 9 laps and will be signaled to exit the track after crossing the finish line.
- PL 6.12.4 The Autocross finishing order will form the basis for the Endurance running order (time excluding penalties for DOO). However, the creation of running order may deviate from a purely speed-based approach to accommodate organizational needs.
- PL 6.12.5 Officials have the authority to allow or require cars to run out of order if necessary to finish the Endurance discipline within the given time limits. In addition to the running order, Competitors 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.
- PL 6.12.6 Only 2 team members and 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.
- PL 6.12.7 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.
- PL 6.12.8 After completing the Endurance discipline, the vehicle must proceed directly to Parc Fermé and remain there until post-scrutineering is conducted, which will take place after the completion of the entire Endurance discipline.
- PL 6.12.9 While the car is in Parc Fermé, no work may be performed on the vehicle, including touching, modifying, repairing, or cleaning it, unless explicitly permitted by the Scrutineers.

PL 6.13 Efficiency

- PL 6.13.1 Efficiency is measured during Endurance.
- PL 6.13.2 The maximum number of points that can be awarded is **100**.
- PL 6.13.3 Only vehicles which scored minimum Pmin points in Endurance are considered for Efficiency scoring.
- PL 6.13.4 Points for Efficiency calculated based on formula ([see 9.4](#))

PL 7 Static disciplines

PL 7.1 Statics judging process and results

PL 7.1.1 Evaluation during Static Disciplines aims to determine the best team in each given category. Finals will be organized in Engineering Design and Business Plan Presentation, to ultimately verify the presented level. Preliminary results for both CV and EV classes will be announced the day after the relevant Static discipline.

PL 7.1.2 Only one team will be awarded during the Award Ceremony within each class.

PL 7.2 Business Plan Presentation

PL 7.2.1 The maximum number of points that can be awarded is **75**.

PL 7.2.2 The **Business Plan Presentation** will be evaluated in special designated area on the event site called BPP rooms. There will be a TV screen with possible connection via HDMI cable. The Teams are responsible for the performance of the equipment.

PL 7.2.3 Time slots for competitors will be published prior to the event.

PL 7.2.4 Competitors failing to adhere to their assigned time slot will receive zero points for the BPP.

PL 7.2.5 The Business Plan Presentation Discipline will be conducted in accordance with **S 2.1 and S 2.2** [Formula Student Rules 2026](#).

PL 7.3 Business Plan Executive & Financial Summary (BPEFS)

PL 7.3.1 To prepare the potential investors or partners for your team's upcoming presentation, it is required that a Business Plan Executive & Financial Summary (BPEFS) is submitted before the competition.

PL 7.3.2 The BPEFS must be submitted online in PDF format via relevant tile in Documents tab in [FSP platform](#) before the date specified in Table 5.

PL 7.3.3 Further requirements regarding the BPEFS will be published on the FSP website before 1st April 2026.

PL 7.4 Deep Dive Topic (DDT)

PL 7.4.1 DDT description will be published on [fs-poland.pl](#) website no later than **June 30th 2026**.

PL 7.4.2 The DDT should be incorporated into the 10-minute Business Plan Presentation conducted on-site.

Remember to be prepared not only on the surface but also to delve into this subject at expert level, as it may be tested with questions from the judging panel.

PL 7.5 BPP Scoring

PL 7.5.1 The BPP will be evaluated in categories shown in Table 7.

PL 7.5.2 The judging at the competition will start with an initial judging, where all teams are judged by different judging groups.

PL 7.5.3 Some teams may be chosen to participate in the BPP finals to determine the BPP winner. The BPP finals will be held separately from the initial judging and teams will be informed about their participation during the competition.

PL 7.5.4 The scoring of the BPP is based on the average scores given by each of the judges.

PL 7.5.5 The scoring for the non-finalist is calculated as follows:

$$BPP\ score = 71 \left(\frac{P_{team}}{P_{min-F}} \right)$$

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

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

- PL 7.5.6 The scoring of the BPP finalists will vary from 75 to 71 points and is scored immediately after the BPP finals by all judges.

Executive & Financial Summary	/ 10 points
Content	/ 20 points
Finances	/ 15 points
Deep Dive Topic	/ 10 points
Demonstration and Structure	/ 15 points
Delivery	/ 10 points
Q&A Content	/ 10 points
Q&A – Delivery and Demonstration	/ 5 points
General Impression	/ 5 points
Total	/ 100 points

Table 7. BPP scoring

PL 7.6 Cost & Manufacturing

- PL 7.6.1 The maximum number of points that can be awarded is **100**. The **Cost & Manufacturing** Discipline will be evaluated in the **Competitors' Pits**. Time slots for competitors will be published prior to the event.

- PL 7.6.2 The objective of the Cost and Manufacturing discipline 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.

- PL 7.6.3 The evaluation process takes 50 minutes, with an additional 5 minutes allotted for the Judges' discussion, followed by brief feedback.

- PL 7.6.4 Cost & Manufacturing 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 discipline.

- PL 7.6.5 All Cost Report Documents explained in FS Rules 2026 ([see S3.3 – S3.7](#)). For FSP 2026, a CCBOM for the 'Engine and Tractive System' must be submitted.

- PL 7.6.6 The team must prepare BOM using FSG templates format or similar.

- PL 7.6.7 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.

- PL 7.6.8 For FSP, the supporting material file, ([see S 3.6](#)), must not exceed 20 pages of content. A title page and a table of contents page may additionally be added.

- PL 7.6.9 The CRD must be submitted online in PDF format via relevant title in Documents tab in [FSP platform](#) before the date specified in [table 5](#).

- PL 7.6.10 Changes to the CRD will not be permitted after the deadline. A changelog of the changes on the vehicle since the submission deadline of the CRD can be presented to the judges at the BOM discussion as a separate document. Missing parts of the BOM cannot be part of the changelog.
- PL 7.6.11 The team must ensure that two Judges can independently review the CRD.
- PL 7.6.12 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 C&M score.

PL 7.7 Cost & manufacturing Assessment Criteria:

- PL 7.7.1 Cost & manufacturing discipline will be assessed as shown in Table 8

BOM Discussion	/ 50 points
Cost understanding	/ 25 points
Real Case	/ 25 points
Overall	/ 100 points

Table 8. C&M grading criteria

PL 7.8 Engineering Design

- PL 7.8.1 The maximum number of points that can be awarded is **150**.
- PL 7.8.2 Engineering Design will be evaluated in the **TBA**.
- PL 7.8.3 Time slots for competitors will be published prior to the discipline.
- PL 7.8.4 The Engineering Design discipline 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 ED 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:** analyzing 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 across 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 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 Competitors.
- PL 7.8.5 The Engineering Design will take place in the Main Tent, with each team allotted the time slot is 55 minutes. Each team must follow the schedule published before the time slot and be present 5 minutes before their ED time slot in the Main Tent. Competitors will get 5 minutes before the ED to prepare their designated area, car and team members as well as the 5 minutes after ED to take their material and car and leave the Main Tent area giving their place for the next Team.
- PL 7.8.6 The scoring in ED 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.

PL 7.8.7 **The Technical Vehicle System Documentation (TVSD)** should provide the judges with a structured overview of the vehicle and the team's design approach. The TVSD must be Compliant with FS Rules ([see S4.2](#)), but structured according to engineering categories listed in ED Assessment criteria tables (except 'TVSD' and 'Onsite presentation').

PL 7.8.8 The TVSD must be submitted online in PDF format via relevant title in Documents tab in [FSP platform](#) before the date specified in [table 5](#).

PL 7.9 ED Assessment Criteria

PL 7.9.1 CV&HY Assessment Criteria is as shown in Table 9.

PL 7.9.2 EV Assessment Criteria is as shown in Table 10.

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

Table 9. CV&HY Assessment Criteria

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

Table 10. EV Assessment Criteria

PL 7.10 Static Disciplines Feedback Session

- PL 7.10.1 Team will have the right to book a time slot for the feedback session, approximately 20 minutes for each of Static Disciplines. The exact schedule and duration of the feedback session slot will be announced before the competition.
- PL 7.10.2 A feedback session is a time when Competitors get feedback on their project, both strengths and places for improvement, and have a chance to talk to the judges about their Static Disciplines and get advice how to develop their project.
- PL 7.10.3 The queue tool for booking time slots will be available on **TBA** during the Formula Student Poland 2026. Static Disciplines feedback queue order communications method will be explained in Event Communications Instruction document, shared before Competition.



PL 8 Penalty points

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

Safety procedures

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 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 ambulances 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.
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.

Contacts



Bartłomiej Zachara
Event Manager

b.zachara@fs-poland.pl



Gawel Bartosik
Technical Inspection Manager

g.bartosik@fs-poland.pl



Mateusz Majkut
Mechanical Inspection Leader

m.majkut@fs-poland.pl



Daniel Szczepański
LV/HV Inspection Leader

d.szczepanski@fs-poland.pl



Oskar Bogacz
Battery Inspection Leader

o.bogacz@fs-poland.pl



Kacper Markiewicz
Static Events Manager

k.markiewicz@fs-poland.pl



Anna Mycek
BPP Leader

a.macek@fs-poland.pl



Jakub Kuźniewski
ED Leader

j.kuzniewski@fs-poland.pl



Iga Friedrich
C&M Leader

i.friedrich@fs-poland.pl



Aleksandra Cząstkiewicz
Communication Manager

a.czastkiewicz@fs-poland.pl



Zuzanna Warecka
Sponsorship & PR

z.warecka@fs-poland.pl



Katarzyna Panek
Media Manager

k.panek@fs-poland.pl



Wojciech Branewski
Dynamic Events Manager

w.branewski@fs-poland.pl



Wojciech Malaca
Dynamic Area Leader

w.malaca@fs-poland.pl

END OF DOCUMENT

