

CORNELL HYPERLOOP



SPONSORSHIP PACKET



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MISSION

Two years ago, Elon Musk published a paper proposing the concept of the Hyperloop as a means to further accelerating the advent of sustainable transport. The Hyperloop is a pod-transport system powered by linear induction motors in a near-vacuum tube. Musk envisions the Hyperloop being an alternative to high-speed train travel, as it is capable of reaching speeds of 760 mph while remaining more efficient from both a cost and energy perspective than any other current modes of transport.

Currently juggling concurrent leadership roles at SpaceX, Tesla and SolarCity, Musk is looking to today's youth to catalyze the development of this technology. As such,

SpaceX is hosting an annual student competition in which qualified entrants can design and build a sub scaled pod. Students at Cornell University have come together to form Cornell Hyperloop: an interdisciplinary team working to develop the optimal Hyperloop pod design.

In January, we will present our final design to SpaceX, by June we will finish constructing the our pod prototype, and this Summer we will be one of the few to test the Hyperloop.

GET INVOLVED

Cornell Hyperloop is seeking corporate and brand partnerships as it launches into the next steps of bringing the Hyperloop concept to life. Partnering with Cornell Hyperloop means:

- Fantastic brand building opportunities and exposure with everyone involved in SpaceX's Hyperloop Design competition
- Co-branding with the Cornell Hyperloop team and its publicity channels
- Nurturing long lasting relationships with engineering and business leaders of the future

- Impacting the future of transportation: the Hyperloop represents a fifth mode of transport building on what humanity has achieved with boats, cars, planes and trains. Mobility at the magnitude enabled by the Hyperloop will transform our daily lives, and no matter what industry you are in, it will transform the way you do business too. Imagine what will happen to the sports industry when what used to be a several hours long trip to Yankee Stadium for out-of-state individuals becomes a sub-30 minute ride on the Hyperloop, or imagine what will happen to a company's recruitment practices when employees can easily commute hundreds of miles to their offices.

SPONSORSHIP TIERS

Platinum: \$15K+

- Priority sizing and placement of logo on the pod
- CU Hyperloop apparel will feature donor's logo
- Monthly calls with the team to discuss the pod's progress
- Additional benefits can be discussed with each donor
- (All Gold donor benefits apply)

Gold: \$5K-15K

- Secondary logo size and placement
- Special mentions during competitions
- Materials from competition weekend
- (All Silver donor benefits apply)

Silver: \$1K-5K

- Tertiary logo size and placement
- A packet every semester outlining our progress with the pod
- Will receive Cornell Hyperloop apparel

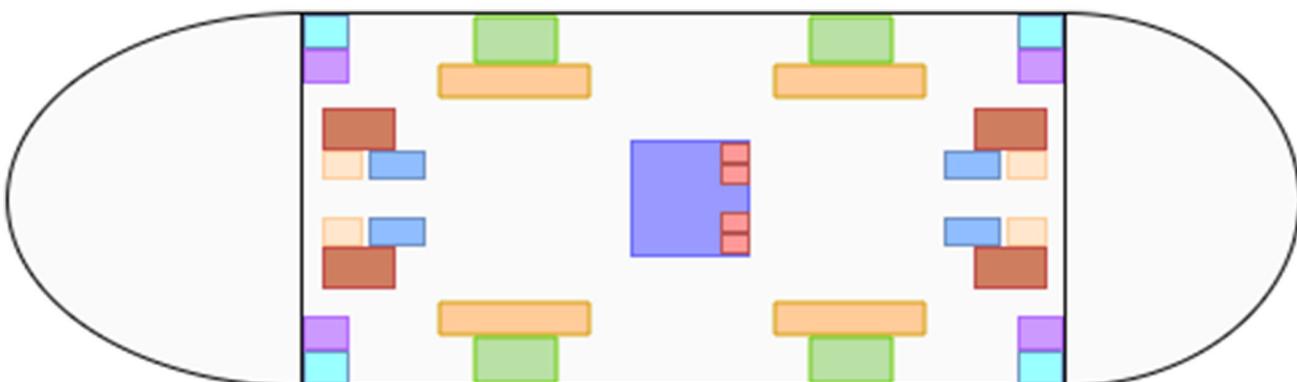
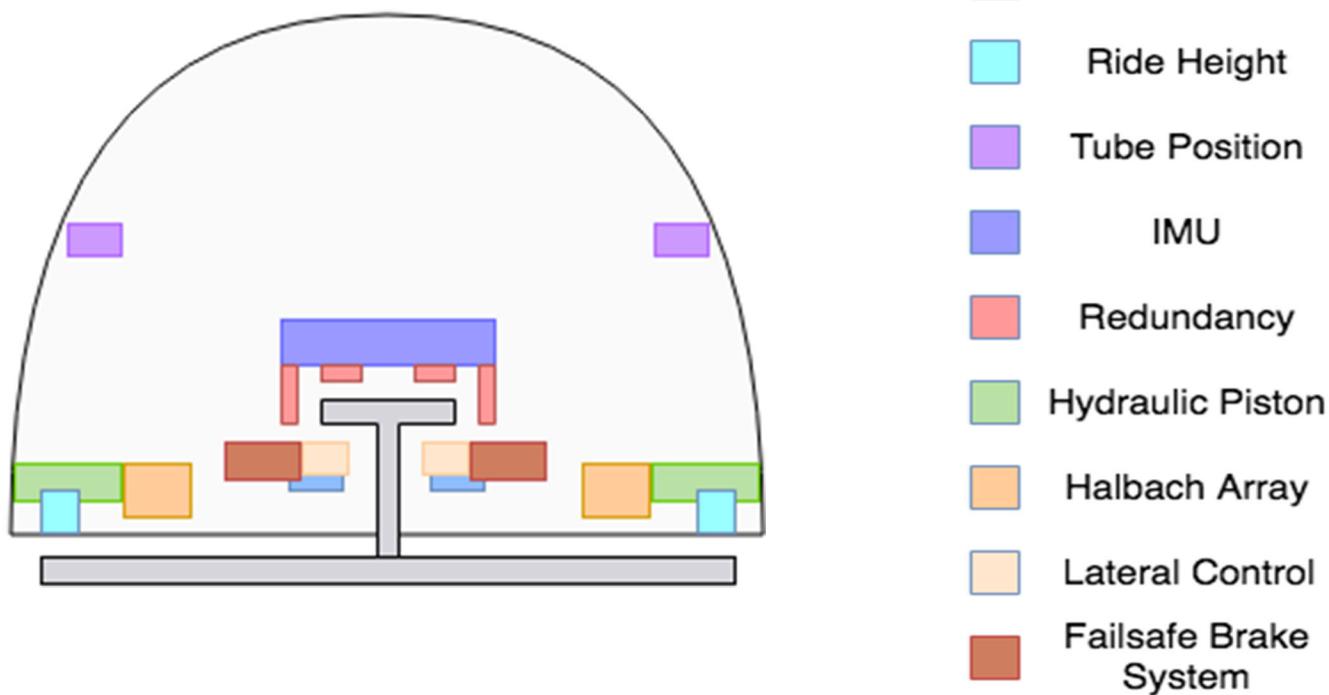
Bronze: <\$1K

- Featured on the Cornell Hyperloop website

ELECTRICAL

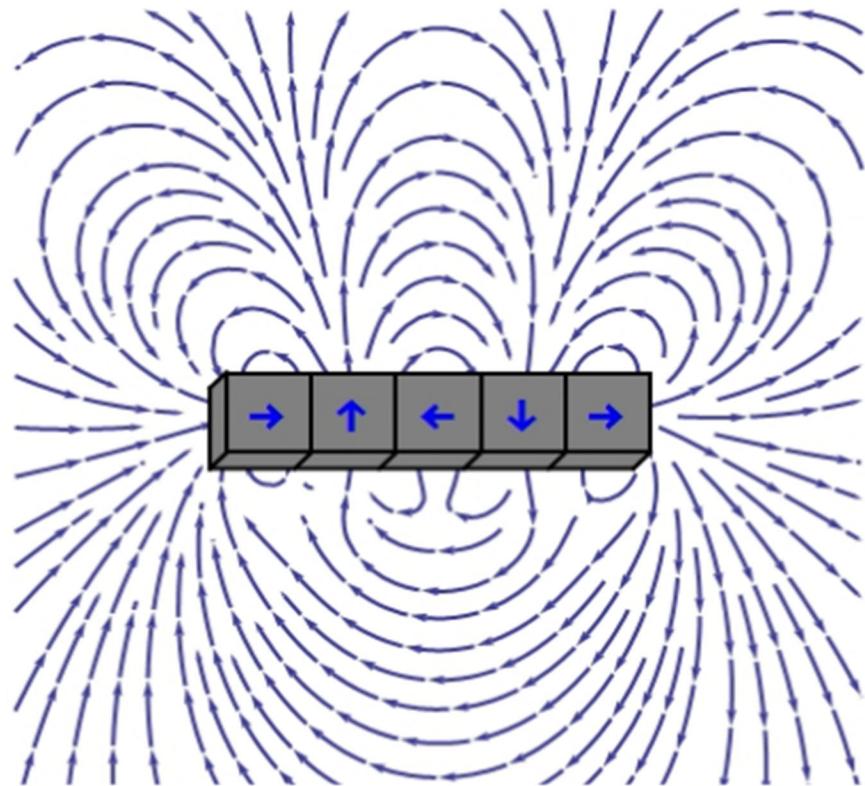
We're developing an electrical system to enable our pod to dynamically react and respond to information about its position and orientation.

Our design relies on an in-house intelligent system to translate sensor inputs into corresponding actuator movement, allowing for all six degrees of freedom to be actively controlled.



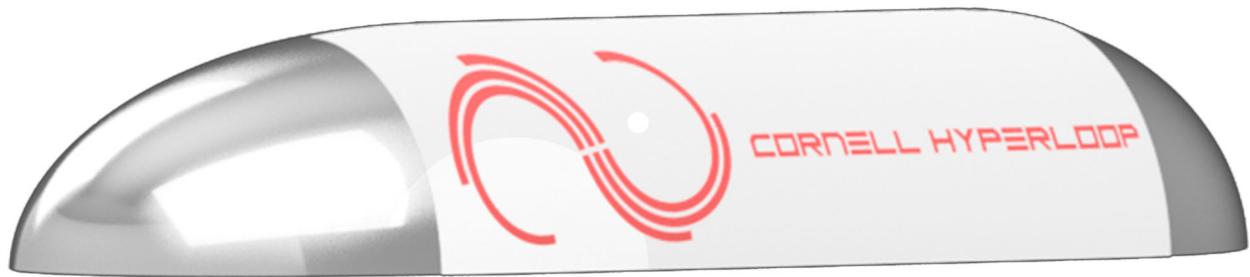
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Our Magnetic Levitation System will consist of Halbach Arrays, which will repel the pod from the I-Beam causing it to be raised off the ground. These Halbach Arrays give us the opportunity to also use MagLev as our main braking system.



FUSELAGE

The Cornell Hyperloop pod uses an unpressurized outer shell to negate the effects of full frontal air pressure and other debilitating forces at high speeds and acceleration.



Our aerodynamic shell consists of less than 30kg of carbon fiber composites, adding to the efficiency of our design. Our lean frame enables us to achieve higher travel velocities while successfully minimizing drag and guaranteeing passenger safety.

S U S P E N S I O N



Our suspension and brakes system is fitted on a carbon fiber chassis that will be directly attached the outer fuselage surface. The braking setup will primarily be using our MagLev system, but will have a secondary system consisting of a set of brake pads on the I-Beam as well as a third using drag braking system.

CONTACT US

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Select "Other" under Designation and enter "Cornell Hyperloop" in
the 'Other designation or special instructions' area

