This form must be completed and uploaded to the "My Team" area on the FSG website **no later than the date specified** in the Action Deadlines. A printed copy of this form must be presented together with the vehicle at Technical Inspection.

The Impact Attenuator Data (IAD) and supporting calculations must be submitted electronically in Adobe Acrobat format (*.pdf).

Contact Details

Car Number	
University Name	

Team Contact Person

Last name, First Name	
Telephone Number	
E-mail address	

Please NOTE: FS Germany accepts only dynamic test as mentioned in T3.19.1!
Please NOTE: In case a dynamic test is performed, a certificate including contact details of and signed by either the institute where the test was performed must be included in the report.

Attach Proof of Impact Attenuator

If the IA (Impact Attenuator) is a "Team's Own IA Design", the following points must be included:

1. The first page must always be this FSG Impact Attenuator Data Form
2. The report must be written in „engineering style" (e.g. contents, captions, symbols and abbreviations, page numbers, experimental setup, evaluation)
3. FS Germany accepts only dynamic impact attenuator tests (e.g. sledge test or drop down) with real test data (shown in rule T3.19.1), including impact attenuator, anti intrusion plate (AIP) and front bulkhead
4. Design of IA and positioning on the AIP (dimensions in mm)
5. Method for attachment of the IA to the AIP (including data sheets e.g. if it bonded together)
6. Dimensions of the front bulkhead (dimensions in mm)
7. Design of the AIP (material, thickness and dimension in mm) and method for attachment to the front bulkhead
8. Description of the test set up (including sensor, data acquisition system, test fixture)
9. If alternative materials are used for the AIP, equivalency to T3.17.3 must be proven by physical testing as in T3.19.2. Test fixture must be made from the same materials as the intended chassis (consistent with SES).
10. If the test is accomplished at a company or research center, a letter of conformity must be attached to the report.
11. If the test is accomplished at the university, an official of the university (with contact details) must sign a letter of conformity (must be attached to the report).
12. Table of measured results of the dynamic impact attenuator test: test speed, absorbed energy, graph of average deceleration and peak deceleration over an interval of time (a=f(t)), permanent deflection of the AIP
13. Receipt of the material, a packing slip or letter of donation of the IA
14. Pictures before / after the dynamic impact attenuator test
15. Please comply with the particular rules for front wings, if applicable