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**RULE BOOK FOR Le Mans 19 (ELETRICAL)**

**C o n t e n t s**

**Part A/ ADMINISTRATIVE REGULATIONS**

**Article A.1- AMZ AUTOMOTIVE OVERVIEW/**

• Rule A.1.1- AMZ AUTOMOTIVE Program Objective

• Rule A.1.2- Design Subject

• Rule A.1.3- Good Engineering Practice

**Article A.2- AMZ AUTOMOTIVE – 2019 RULES AND ORGANIZER AUTHORITY/**

• Rule A.2.1- Rules Authority

• Rule A.2.2- Rules Validity

• Rule A.2.3- Rules Compliance

• Rule A.2.4- Understanding the rules

• Rule A.2.5- Participating in the competition

• Rule A.2.6- Violation of the intent

• Rule A.2.7- Right to impound

• Rule A.2.8- General Authority

• Rule A.2.9- Penalties

**Article A.3- INDIVIDUAL PARTICIPATION REQUIREMENTS/**

• Rule A.3.1- Eligibility limits

• Rule A.3.2- Student Status

• Rule A.3.3- Age

• Rule A.3.4- Driver's License

• Rule A.3.5- Liability waiver

• Rule A.3.6- Insurance

**Article A.4- FACULTY ADVISOR/**

• Rule A.4.1- Faculty advisor status

• Rule A.4.2- Responsibilities

• Rule A.4.3- Limitations

**Article A.5- ELIGIBILTY VEHICLE/**

• Rule A.5.1- Student created

• Rule A.5.2- Professional Fabrication limits

• Rule A.5.3- Kit Vehicles- prohibited

• Rule A.5.4- Prefabricated Subassemblies

**Article A.6- REGISTRATIONS/**

• Rule A.6.1- Registration Dates

• Rule A.6.2- Registration Fees

• Rule A.6.3- Withdrawals

• Rule A.6.4- International Participation

**Part B/ TECHNICAL REQUIREMENTS**

**Article B.1- GENERAL DESIGN REQUIREMENTS/**

• Rule B.1.1- Vehicle Configuration

• Rule B.1.2- On Road Capability

• Rule B.1.3- Vehicle Ergonomic Capacity

**PART - ELECTRIC POWERTRAIN**

• Article EV.1 - ELECTRIC SYSTEM DEFINITIONS

EV1.2-Grounded Low Voltage and Tractive System

* Article EV2- ELECTRIC POWERTRAIN

EV2.2 Power and Voltage Limitation

EV2.3 Accelerator Pedal Position Sensor - APPS

**Article B.3- ELECTRICAL SYSTEMS/**

• Rule B.3.1- General Electrical Systems

• Rule B.3.2- Batteries

• Rule B.3.3- Kill switch

• Rule B.3.4- Brake light

**Article B.4- VEHICLE IDENTIFICATION/**

• Rule B.4.1- Number assignment

**Article B.5- COCKPIT & THROTTLE/**

• Rule B.5.1- Design Objective

• Rule B.5.2- Chassis Structure

• Rule B.5.3- Driver exit time

• Rule B.5.4- Firewall

• Rule B.5.5- Belly pan

• Rule B.5.6- Leg and Foot Shielding

• Rule B.5.7- Fire Extinguisher- Size and Location

• Rule B.5.8- Throttle Control

• Rule B.5.9- Throttle Extensions

**Article B.6- DRIVER RESTRAINTS/**

• Rule B.6.1- Three Strap System

**Article B.7- BRAKING SYSTEM/**

• Rule B.7.1- Foot Brake

• Rule B.2.1- Brake lines

**Article B.8- FUEL TANK/**

• Rule B.8.1- Fuel Tank

• Rule B.8.2- Fuel Lines

**Article B.9- FASTENERS/**

• Rule B.9.1- Fasteners

• Rule B.9.2- Fasteners Captive

• Rule B.9.3- Fasteners Grade Requirements

• Rule B.9.4- Thread Exposure

• Rule B.9.5- Socket Head Cap Screws

**Article B.10- GUARDS/**

• Rule B.10.1- Power train Guards

**Article B.11- DRIVER EQUIPMENT/**

• Rule B.11.1- Helmets

• Rule B.11.2- Clothing

**Part C/ DYNAMIC EVENTS - STATIC EVENTS**

**Article 1- SCORING/**

• Rule C.1.1- Score Summary

**Article 2- TECHNICAL INSPECTION/**

• Rule C.2.1- Technical Inspection - Pass/fail

• Rule C.2.2- Inspection Stickers

• Rule C.2.3- Technical Inspection Sheet

**Article 3- ENGINEERING DESIGN EVENT/**

• Rule C.3.1- Objective

• Rule C.3.2- Design Report

• Rule C.3.3- Design Spec. Sheet

• Rule C.3.4- Vehicle Drawings

• Rule C.3.5- Formats

• Rule C.3.6- On-Site Design Evaluation

• Rule C.3.7- Judging Sequence

• Rule C.3.8- Design Finals

• Rule C.3.9- Scoring

**Article 4- COST EVENT - REVIEW SUBMISSION PROCEDURE/**

• Rule C.4.1- Cost Report

• Rule C.4.2- Prototype cost

**Article 5- SALES PRESENATATION EVENT/**

• Rule C.5.1- Presentation Objective

• Rule C.5.2- Presentation Format

• Rule C.5.3- Presentation Scoring

**Part D/ DYNAMIC EVENTS**

**Article 1- ACCELERATION/**

• Rule D.1.1- Objective

• Rule D.1.2- Penalties

• Rule D.1.3- Scoring

**Article 2- MANEUVERABLITY EVENT/**

• Rule D.2.1- Objective

• Rule D.2.2- Procedure

• Rule D.2.3- Penalty default values

• Rule D.2.4- Time limit

• Rule D.2.5- Scoring

**Article 3- ENDURANCE/**

• Rule D.3.1- Objective

• Rule D.3.2- General Description

• Rule D.3.3- ENDURANCE - STARTING

• Rule D.3.4- ENDURANCE- COMMAND FLAGS

• Rule D.3.5- ENDURANCE EVENT

• Rule D.3.6- ENDURANCE SCORING

**Article 4- COMPETITION PROCEDURE & REGULATION/**

• Rule D.4.1- General Meetings

• Rule D.4.2- Tie-breakers

• Rule D.4.3- Pre-inspection Operation Prohibited

**Article 5- RULES OF CONDUCT/**

**Article 6- SPECTATOR RULES/**

**Article 7- MISCELLANEOUS/**

**Article 8- SAFETY - TEAM RESPONSIBILITY/**

**PART A/ ADMINISTRATIVE REGULATIONS**

**ARTICLE 1- AMZ AUTOMOTIVE OVERVIEW/**

The AMZ AUTOMOTIVE competition is an initiative taken by AMZ AUTOMOTIVE to provide on hand practice and exposure to Future automotive professional’s.

*A1.1 AMZ AUTOMOTIVE Program Objective*

AMZ AUTOMOTIVE is an intercollegiate engineering design competition for undergraduate and graduate engineering students. The objective of the competition is to simulate real-world engineering design projects and their related challenges. Each team is competing to have its design accepted for manufacture by a fictitious firm. The students must function as a team to design, engineer, build, test, promote and compete with a vehicle within the limits of the rules. They must also generate financial support for their project and manage their educational priorities.

*A1.2 Design Subject*

Each team's goal is to design and build a single-seat, on road kart, sporting vehicle whose structure contains the driver. The vehicle is to be a prototype for a reliable, maintainable, ergonomic, and economic production vehicle which serves a recreational user market, sized at approximately 1000 units per year. The vehicle should aspire to market-leading performance in terms of speed, handling, ride, and ruggedness over on-road conditions. Performance will be measured by success in the dynamic events which are described in the AMZ Karting-2019 Rules, and are subject to event-site weather and course conditions.

*A1.3 Good Engineering Practices*

Vehicles entered into AMZ Racing-2019 competitions are expected to be designed and fabricated in accordance with sound engineering practices.

**ARTICLE 2- AMZ AUTOMOTIVE RULES AND ORGANIZER AUTHORITY/**

*A2.1 Rules Authority*

The AMZ AUTOMOTIVE Rules are the responsibility of the AMZ AUTOMOTIVE Rules Committee and are issued under the authority of the AMZ University Programs Committee. Official announcements from the AMZ AUTOMOTIVE Rules Committee, AMZ or the other AMZ AUTOMOTIVE Organizers shall be considered part of and have the same validity as these rules. Ambiguities or questions concerning the meaning or intent of these rules will be resolved by the AMZ AUTOMOTIVE Rules Committee, National Techs, or AMZ Staff during competition onsite.

*A2.2 Rules Validity*

The AMZ AUTOMOTIVE Rules posted on the LE MANS Website and dated for the calendar year of the competition are the rules in effect for the competition. Rule sets dated for other years are invalid.

*A2.3 Rules Compliance*

By entering a AMZ AUTOMOTIVE competition, the team members, faculty advisors and other personal of the entering university agree to comply with, and be bound by, the rules and all rules interpretations or procedures issued or announced by AMZ, the AMZ AUTOMOTIVE Rules Committee and other organizing bodies. All team members, faculty advisors and other university representatives are required to cooperate with, and follow all instructions from competition organizers, officials and judges.

*A2.4 Understanding the Rules*

Teams are responsible for reading and understanding the rules in their entirety for the competition in which they are participating. The section and paragraph headings in these rules are provided to facilitate reading: they do not fully explain all the paragraph contents.

*A2.4.1 Loopholes*

It is virtually impossible for a set of rules to be so comprehensive that it covers all possible questions about the vehicle’ s design parameters or the conduct of the competition. Please keep in mind that safety remains paramount during AMZ Racing, so any perceived loopholes should be resolved in the direction of increased safety/ concept of the competition.

*A2.5 Participating in the Competition*

Teams, team members as individuals, faculty advisors and other representatives of a registered university who are present on-site at a competition are considered to be “participating in the competition” from the time they arrive at the event site until they depart the site at the conclusion of the competition or earlier by withdrawing.

*A2.6 Violations of Intent*

The violations of the intent of a rule will be considered a violation of the rule itself. Questions about the intent or meaning of a rule may be addressed to the AMZ AUTOMOTIVE rules committee, Technical Inspectors or AMZ staff.

*A2.7 Right to Impound*

AMZ and the other competition organizing bodies reserve the right to impound any on-site registered vehicle at any time during a competition for inspection and examination by the organizers, officials and technical inspectors.

*A2.8 General Authority*

AMZ and the competition organizing bodies reserve the right to revise the schedule of any competition and/or interpret or modify the competition rules at any time and in any manner that is, in their sole judgment, required for the efficient operation of the event or the AMZ AUTOMOTIVE series as a whole.

*A2.9 Penalties*

Organizers have the right to modify the penalties listed in the various dynamic event descriptions to better reflect the design of their event courses, the course lengths or any special conditions unique to the site. The standard dynamic event penalties in these rules are default values that will be applied unless there is a change by the organizer.

**ARTICLE 3- INDIVIDUAL PARTICIPATION REQUIREMENTS/**

*A3.1 Eligibility Limits*

Eligibility is limited to Diploma, undergraduate and graduate students to ensure this is an engineering competition rather than a race. Individual members of teams participating in this competition must satisfy the following requirements:

*A3.2 Student Status*

Team members must be enrolled as degree seeking Diploma, undergraduate or graduate student in a college or university. Team members who have graduated during the last seven (7) month period prior to the competition remain eligible to participate.

*A3.3 Age*

Team members must be at least eighteen (16) years of age at the time of the competition.

*A3.4 Driver’s License*

Team members who will drive a competition vehicle at any time during a competition must hold a valid, government issued driver’s license. This will be required onsite for proof.

*A3.5 Liability Waiver*

All on-site participants and faculty are required to sign a liability waiver upon registering on-site.

*A3.6 Insurance*

Individual medical and accident insurance coverage is required and is the sole responsibility of the participant.

**ARTICLE 4- FACULTY ADVISOR/**

*A4.1 Faculty Advisor Status*

Each team is expected to have a Faculty Advisor appointed by the university. The faculty advisor is expected to accompany the team to the competition and will be considered by competition officials to be the official university representative.

*A4.2 Responsibilities*

Faculty Advisors are expected to advise their teams on general engineering and engineering project management theory.

*A4.3 Limitations*

Faculty advisors may not design any part of the vehicle nor directly participate in the development of any documentation or presentation.

Faculty Advisors may neither fabricate nor assemble any components nor assist in the preparation, maintenance, testing or operation of the vehicle.

Faculty Advisors are not allowed to participate during technical inspection, cost audit or design presentations. The team captain or other designated members of the team must do all the presenting although Faculty Advisors may silently observe. In brief – Faculty Advisors may not design, build or repair any part of the vehicle.

**ARTICLE 5- ELIGIBILITY – VEHICLES/**

*A5.1 Student Created*

The vehicle and associated documentation must be conceived, designed and fabricated by the team members without direct involvement from the professional engineers, faculty or professionals in the on-road and racing communities.

*A5.2 Professional Fabrication Limits*

Vehicles which have been professionally fabricated may be disqualified from the competition. If a team does not have access to machine shop facilities, the frame can be professionally fabricated without penalty. Lack of access must be documented (letter from the faculty advisor, copy of policies which prohibit machine shop access, etc.).

*A5.3 Kit Vehicles – Prohibited*

Vehicles fabricated from a kit or published designs are ineligible to compete.

*A5.4 Prefabricated Subassemblies*

These rules do not exclude the use of prefabricated or modified sub-assemblies

**ARTICLE 6- REGISTRATION/**

*A6.1 Registration Dates*

Teams must register for each AMZ AUTOMOTIVE competition they intend to enter by the specified date on the action deadline webpage.

*A6.2 Registration Fees*

The registration fee may be paid online by debit card at the time of registration or may be paid offline by Demand Draft, bank challan . Registration fees are NOT refundable or transferable.

*A6.3 Withdrawals*

Registered teams that find that they will not be able to attend the competition are requested to officially withdraw by notifying the following no later than (2) weeks before the event .

*A6.4 International Participation – Vehicle Shipping/India Customs*

AMZ and the AMZ AUTOMOTIVE organizers strongly recommend international teams ship their vehicles early in order to allow enough time to compensate for any delays that may occur in clearing Indian Customs. Please check with the Indian Customs Service concerning the regulations governing the temporary importation of vehicles. You may want to consider using the services of freight forwarder who is familiar with the international shipping of racing vehicles.

**Vehicle Shipping/**

*Vehicle shipments by commercial carrier must comply with the laws and regulations of nations from which, and to which, the vehicle is being sent. Teams are advised to consult with their shipping company or freight forwarder to be sure their shipment fully complies with all relevant customs, import/export and aviation shipping requirements.*

*Shipments must be sent with the participating university listed as the receiving party. The competition organizers, AMZ Staff, nor the competition sites can be listed as the receiving party for your vehicle.*

*Neither AMZ staff nor the AMZ AUTOMOTIVE competition organizers are permitted to provide advice on Indian Custom matters.*

**PART B/ TECHNICAL REQUIRMENTS**

**ARTICLE 1- GENERAL DESIGN REQUIREMENTS/**

*B1.1 Vehicle Configuration*

The vehicle must have four (4) or more wheels not in a straight line.

*B1.1.1 The vehicle may only use motor or one engine of a model specified below. The vehicle must be capable of carrying one (1) person 190cm (75 in) tall weighing 113kg (250lbs).*

*B1.1.2 Maximum Vehicle Dimensions*

Width: 50 inches at the widest point with the wheels pointing forward at static ride height. Length: 80 inches from front end to rear end .

*B1.1.3 Wheel Base and Track Width*

Difference between front track and rear track width must not be less than 80% of wider track (Front or Rear). Wheel base must be at least 40 inches with smaller track width (front or rear) not less than 80% of the wheelbase .

For example : if rear track width is wider and is 50 inches then the front track width must not be less than 40 inches (80 % of wider track ). If wheelbase is 50 inches then the smaller track width (front or rear) must not be less than 40 inches .

*B1.1.4 Hitch point*

Each vehicle must have towing hitch points at front and rear, along longitudinal centerline with specified dimensions

Towing plate Maximum thickness 9.5 mm (.375 in)

Hole diameter Minimum-25.4mm (1.0 in)

Radial clearance maximum from hole 25.4mm (1.0in)

Hole to tube minimum clearance -19.0mm (.75in)



*B1.1.5 Steering System*

The steering system must be able to control (simultaneously) at least two (2) wheels. The steering system must have positive steering stops that prevent the steering linkages from locking up either in RH or LH turning (the inversion of a four-bar linkage at one of the pivots). The stops may be placed on the uprights or on the rack and must prevent the tires from contacting suspension, body, or frame members during the track events. Allowable total steering system free play (inclusive of play in all the steering linkages) is limited to 7 degrees, measured at the steering wheel. The steering wheel must be mechanically connected to the front wheels, i.e. steer- by-wire or electronic steering is prohibited.

*B1.2 On Road Capability*

*B1.2.1 The vehicle must be capable of safe operation over flat road including obstructions such as sharp corners.*

*B1.2.2 The vehicle must have adequate ground clearance and traction. Minimum allowable ground clearance is 1.25 inches on load condition .*

*B1.3 Vehicle Ergonomic Capacity*

As a prototype of a commercial product, the design intent should be to accommodate drivers of all sizes from the 95th percentile male to the 5th percentile female. The largest driver must be able to meet the chassis minimum clearances, and fit into a comfortable driving position, while wearing the entire required driver ’s equipment. The

smallest driver must be able to comfortably reach all of the vehicle’s controls.

**PART EV - TECHNICAL REGULATIONS – ELECTRIC VEHICLES**

The principle of the Electric Vehicle part is to allow the development of fully electric vehicles within the Go Kart framework.

**ARTICLE 1: ELECTRIC SYSTEM DEFINITIONS**

**EV1.1 High-Voltage (HV) and Low-Voltage (LV)**

EV1.1.1 Whenever a circuit has a potential difference where the nominal operation voltage is greater than 60V DC or 25V AC RMS it is defined as part of the High Voltage or tractive system.

EV1.1.3 Low voltage is defined as any voltage below and including 60V DC or 25V AC RMS.

EV1.1.4 The tractive system accumulator is defined as all the battery cells or super-capacitors that store the electrical energy to be used by the tractive system.

EV1.1.5 Accumulator segments are sub-divisions of the accumulator and must respect either a maximum voltage or energy limit. Splitting the accumulator into its segments is intended to reduce the risks associated with working on the accumulator.

**EV1.2 Grounded Low Voltage and Tractive System**

EV1.2.1 The tractive system of the car is defined as every part that is electrically connected to the motor(s) and tractive system accumulators.

EV1.2.2 The grounded low voltage (GLV) system of the car is defined as every electrical part that is not part of the tractive system.

EV1.2.3 The tractive system must be completely isolated from the chassis and any other conductive parts of the car.

EV1.2.4 The tractive-system is a high-voltage system by definition, see EV1.1.1.

EV1.2.5 The GLV system must be a low-voltage-system, see EV1.1.3.

EV1.2.6 The GLV system must be grounded to the chassis.

EV1.2.7 The entire tractive and GLV system must be completely galvanically separated.

The border between tractive and GLV system is the galvanic isolation between both systems.

Therefore, some components, such as the motor controller, may be part of both systems.

EV1.2.8 All components in the tractive system must be rated for the maximum tractive system voltage.

EV1.2.9 The tractive system motor(s) must be connected to the accumulator through a motor controller. Bypassing the control system and connecting the tractive batteries directly to the motor(s) is prohibited.

EV1.2.10 The GLV system must be powered up using a specified procedure before it is possible to activate the tractive system, a failure causing the GLV system to shut down must

immediately deactivate the tractive system as well.

**ARTICLE 2: ELECTRIC POWERTRAIN**

**EV2.1 Motors**

EV2.1.1 Only electrical motors are allowed. Any type of electrical motor is allowed. The number of motors is not limited.

EV2.1.2 The rotating part of the motor must be contained within a structural casing where the thickness is at least 3.0 mm (0.120 inch) for Aluminum alloy 6061-T6 or 2.0 mm (0.080 inch) for steel. The motor casing may be the original motor casing, a team built motor casing or the original casing with additional material added to achieve the minimum required thickness. If lower grade Aluminum Alloy is used, then the material must be thicker to provide an equivalent strength.

**NOTE**: Use of a higher grade alloy does not enable a reduced thickness to be used.

EV2.1.3 If the motor casing rotates around the stator, or the motor case is perforated, then a scatter shield must be included around the motor. This scatter shield must be at least 1.0mm (0.04 inch) thick and made from aluminum alloy 6061-T6 or steel.

**EV2.2 Power and Voltage Limitation**

EV2.2.1 The maximum power drawn from the battery must not exceed 02kW. This will be checked by evaluating the Energy Meter data.

EV2.2.2 The maximum voltage in the tractive system must not exceed 50 VDC This

will be checked by evaluating the Energy Meter data.

EV2.2.3 Violating these values will lead to disqualification for the entire dynamic event in which the violation occurred e.g. if a violation occurs during one single acceleration run, the team will be disqualified for the complete acceleration event.

EV2.2.4 A violation is defined as using more than 02kW or exceeding the specified voltage for more than 100ms continuously or using more than 02kW or exceeding the specified voltage, after a moving

average over 500ms is applied.

EV2.2.5 The respective data of each run in which a team has drawn more than 02kW from the battery or where the maximum permitted voltage is exceeded and the resulting decision will be made public.

EV2.2.6 Non-availability of Energy Meter data due to the team’s fault will be treated as a violation.

EV2.2.7 Regenerating energy is allowed and unrestricted but only when the vehicle speed is > 5kph. It is not allowed at vehicle speeds <= 5kph.

EV2.2.8 Supplying power to the motor such that the car is driven in reverse is prohibited.

**EV2.3 Accelerator Pedal Position Sensor - APPS**

EV2.3.1 Drive-by-wire control of wheel torque is permitted.

EV2.3.2 The APPS must be actuated by a foot pedal. Pedal travel is defined as percent of travel from a fully released position to a fully applied position where 0% is fully released and 100% is fully applied.

EV2.3.3 The foot pedal must return to its original position when not actuated. The foot pedal must have a positive stop preventing the mounted sensors from being damaged or overstressed. Two springs must be used to return the foot pedal to the off position and each spring must be capable of returning the pedal to the fully released position with the other disconnected.

The springs in the APPS are not acceptable pedal return springs.

**ARTICLE 3- ELECTRICAL SYSTEM/**

*B3.1 General Electrical System Overview*

The electrical system must include at least two kill switches, a brake light, and a battery power source. The kill switches must deactivate the motor power. The kill switches must NOT deactivate the brake light. The brake light must operate regardless of the kill switch setting. The brake light, and any reverse light and alarm, must be powered whenever the vehicle is in motion.

*B3.2 Batteries*

*B3.2.1 Batteries must be mounted with sound engineering practice .*

*B3.2.2 Non-recharging batteries*

Batteries which are not recharged by an engine alternator may power only safety items (brake light) and instrumentation (driver display, data acquisition), and may not power any control or actuation function in the drivetrain and steering systems.

*B3.2.2.1*

Batteries must be able to provide power to safety items (brake light) for the duration of each event.

*B3.2.2.2*

Vehicles will be black flagged if safety equipment is not functioning.

*B3.2.2.3*

The batteries must be factory sealed (incapable of being opened or serviced) and not leak in the event of a roll over.

*B3.2.3 Recharging batteries*

Only batteries which are recharged by an engine alternator may be used to power control or actuation functions in the

drive-train, steering and suspension systems.

*B3.3 Kill Switches*

Each vehicle must be equipped with two (2) easily accessible kill switches turning off the ignition.

The Kill switch must not de-energize the Brake.



*B3.3.1 Kill Switch – Locations and Orientation*

(A) Cockpit Switch – The cockpit switch must be located in the front of the cockpit within easy

reach of the driver with the safety harness tight. The switch may not be mounted on a removable

steering wheel assembly.

(B)External Switch – The external switch must be mounted on the top end driver ’s right side of

the vehicle.

*B3.3.2 Wiring*

All wiring must be sealed, protected and securely attached.

*B3.4 Brake Light*

*B3.4.1*

The vehicle must be equipped with a red brake light that must be ISI or above rated and must be clearly

visible and appear bright in daylight and mounted such that it shines parallel to the ground, not up at an angle.

*B3.5 Brake Light Switch\*

The brake light may be activated by mechanical or hydraulic pressure switches. Each independent brake hydraulic circuit must be equipped with a brake light switch, so that no brake, including cutting brakes may be activated without lighting the brake light.

**ARTICLE 4- VEHICLE IDENTIFICATION/**

*B4.1 Number Assignment*

Assigned numbers may be found on the AMZ AUTOMOTIVE website in the “registered team list” for each competition.

It is each team’s responsibility to provide its vehicle number markings. These markings include primary cutout numbers located on front and side. The numbers must be clearly visible from all sides and front of the vehicle. The numbers must remain readable throughout the competition. Numbers that are not easily read might not be scored during the endurance event.

*B4.1.1 Number Location*

Three primary numbers are required to be securely affixed to the car. One on both of the sides of the frame , clearly visible in a side view. One must also be visible from a front view.

*B4.1.2 Number Size*

The primary cutout numbers must be at least 102 mm (4 in) high. These have a minimum line width of 12.5 mm (1/2 in.) and 51 mm (2 in) wide. The numbers must strongly contrast with the numeral background color.

**ARTICLE 5- Cockpit and Throttle/**

*B5.1 Design Objective*

The cockpit must be designed to (1) protect the driver and (2) permit easy driver exit in an emergency.

*B5.1.1 Lateral Space*

Minimum space is based on clearances between the driver Cockpit and a straight edge applied to any two points on the chassis . The driver’s seat shall have minimum 152 mm (6 in.) clearance with side bumpers, while the driver’s shoulders, torso, hips, thighs, knees, arms, elbows, and hands shall have 76 mm (3 in.) clearance. Clearances are relative to any driver selected at technical inspection, seated in a normal driving position, and wearing all required equipment.

*B5.2 Chassis Structure*

*B5.2.1 Elements of the Chassis*

The Chassis must be a space frame of tubular steel having minimum outer diameter of 25 mm wall thickness of 3mm.

*B5.2.2 Bumpers*

The chassis must have front and side bumpers with padding .

*B5.3 Driver Exit Time*

All drivers must be able to exit on either side of the vehicle within five (5) seconds. Exit time begins with the driver in the fully seated position, hands in driving position on the connected steering wheel, and wearing the required driver equipment. Exit time will stop when the driver has both feet on the ground. Driver’s exit time must be demonstrated by a team driver , as selected at technical inspection.

*B5.3 Firewall*

There must be a firewall between the cockpit and the engine and fuel tank compartment. The firewall must be metal, at least 0.50 mm (0.020 in.) Thick, and must completely separate the engine compartment and fuel tank from the cockpit.

*B5.4 Multiple panels may be used to form the firewall but there must be no gaps between the joints. Cutouts in the firewall are allowed, but they must have grommets or boots that prevent large amounts of fuel from getting into the cockpit.*

(A) Fuel tank must be in a sealed container that prevents fuel from leaking in the event of fuel tank failure.

(B) Splash shields must prevent fuel from being poured anywhere in the cockpit area during fueling.

(C) Engine must be completely enclosed and protect the driver in the event of an engine failure. Shielding must meet

guarding requirements. This shielding must be made of metal.

(D) All engine compartment venting must be directed away from driver area.

(E) The exhaust must not exit towards the driver and must be shielded.

*B5.5 Belly Pan*

The cockpit must be fitted with a belly pan over the entire length of the cockpit, so that the driver cannot contact the ground and is protected from debris while seated normally. Belly pan material must be metal, fiberglass, plastic, or similar material. They must be designed to prevent debris and foreign object intrusion into the driver compartment. Expanded metal, fabric, or perforated panels are not allowed.

*B5.6 Leg and Foot Shielding*

All steering or suspension links exposed in the cockpit must be shielded with metal. The shielding must prevent the driver ’s legs and feet from coming in contact, or becoming entangled during operation or a failure. No gaps can exist that are larger than 6.35 mm (0.25 in) are allowed. The driver’s feet must be completely within the frame.

*B5.7 Fire Extinguisher – Size and Location*

Each vehicle must have two identical fire extinguishers with a minimum UL rating of 5 B-C. One must be mounted in the cockpit , with the top half above the side impact member on the right side of the firewall and be easily accessible by course workers.

*B5.8 Throttle Controls*

Only mechanical foot operated throttle controls are allowed. A wide-open throttle stop must be mounted at the pedal. Controls must be designed to return to idle-stop in the event of a failure. The throttle cable must be covered (sheathed) between its forward mounting point and the firewall. Foot pedals must be positioned so as to avoid foot entrapment in any position. Your throttle must remain set at the as-passed condition, so return to idle and ensuring full throttle is achievable must be set prior to arriving at tech.

*B5.9 Throttle Extensions*

Mechanical extensions such as thick pads or blocks may not be attached to control surfaces or the driver ’s feet.

*B6.1 Minimum Three Strap System Required*

A safety harness system of at least 3 points must be worn by all drivers.

*B6.1.1 Release Mechanism*

All belts must join with a single metal-to-metal quick release lever type buckle

*B6.2 Shoulder Harness*

The shoulder harness must be of the over-the-shoulder type.

*B6.2.1 Vertical Location*

Shoulder belt mounts must be no higher than vertically level with each driver’s shoulders, and no lower than 102 mm (4 in.) vertically below each driver’s shoulders. Shoulder belt mounts must be entirely on the cockpit side of the firewall, and be protected by the firewall. The shoulder belts must run directly from their mountings to the driver’s shoulders, without redirection by any part of the vehicle or its equipment. (fig 1)



***Fig 1/***

*B6.3 Lap Belts*

*B6.3.1 The lap belt must pass around the driver’s pelvic area below the Anterior Superior Iliac Spines (the hip bones ). The lap belt must not be worn over the driver’s intestines or abdomen. In side view, the lap belt must be at an angle of between 45 degrees and 65 degrees to the horizontal. This means that the centerline of the lap belt at the seat bottom should be approximately 76 mm (3 in.) forward of the bottom of the seat back. The lap belt halves must run directly from the driver’s hips to their mounting points without redirection by any part of the vehicle or its equipment (including the seat). The lap belt halves must be mounted to frame tabs using the bracket supplied with the safety harness.*

**

***Fig-2***

**ARTICLE 7- BRAKING SYSTEM/**

*B7.1 Foot Brake*

The vehicle must have hydraulic braking system that acts on at least rear wheels and is operated by a single foot pedal. The pedal must directly actuate the master cylinder through a rigid link (i.e., cables are not allowed).

*B7.2 Brake Lines*

All brake lines must be securely mounted and not fall below any portion of the vehicle (frame, swing arm, A-arms, etc.) Ensure they do not rub on any sharp edges. Plastic brake lines are prohibited.

**ARTICLE 8- FUEL TANK/**

*B8.1 Fuel Tank*

Only a single fuel tank is permitted on the vehicle. Fuel tanks are restricted to the stock tank . No holes are allowed in the tank even if they have been repaired. Fuel pumps may not be used.

*B8.2 Fuel Lines*

All fuel lines must be located away from sharp edges, hot engine components and be protected from chafing. Grommet ting is required where the lines pass through any member of the vehicle. Fuel lines are not allowed in the cockpit..

***ARTICLE 9: FASTENERS***

*B9.1 Fasteners in the driver restraint systems and fuel system mounting must meet the following guidelines.*

*B9.2 Fasteners Captive*

Fasteners must be made captive through the use of NYLON locknuts, cottered nuts or safety wired bolts (in blind applications).Lock washers or thread sealants do not meet this requirement.

*B9.3 Fastener Grade Requirements*

Threaded fasteners utilized must meet or exceed either, Metric Grade 8.8 and/or AN/MS specifications.

*B9.4 Thread Exposure*

Threaded fasteners used must have at least two (2) threads showing past the nut.

*B9.5 Socket Head Cap Screws*

*B9.5.1 Socket head cap screws, also known as “internal wrenching bolts” or “Allen head bolts”, must meet one of the following requirements:*

*B9.5.2 The bolt head is clearly marked with the letters “NAS”, “12.9”, or “10.9” indicating a military/ aircraft or high-strength metric fastener. No other markings will be accepted.*

**ARTICLE 10- GUARDS/**

*B10.1 Power train Guards*

All rotating parts such as belts, chains, and sprockets that rotate at the rate of the drive axle(s) or faster, must be shielded to prevent injury to the driver or by standers should the component fly apart due to centrifugal force. These guards/shields must extend around the periphery of the belt or chain and must be wider than the rotating part they are protecting. They must be mounted with sound engineering practice, in order to resist vibration.

**ARTICLE 11- DRIVER EQUIPMENT/**

*B11.1 Helmets*

All drivers must wear a well-fitting Full Face Helmets with an integrated (one piece composite shell) chin/face guard and a ISI rating.

*B11.1 Clothing*

Drivers must wear long pants (cotton/Nomex), socks, shoes, gloves, and a long sleeved fire resistant upper garment.

*B11.1.1 The upper garment must have a factory label showing that it is ISI rating or above rating fire resistant.*

**PART C/ DYNAMIC EVENTS-STATIC EVENTS**

**ARTICLE 1- SCORING/**

**SCORE SUMMARY-STATIC EVENTS/ 300 points**

*Design Evaluation-130*

*Cost Report-35*

*Prototype Cost-85*

*Business Plan Presentation-50*

**DYNAMIC EVENTS/ 700 points**

*Acceleration-80*

*Auto cross-120*

*Day Endurance-350*

*Night Endurance-150*

**ARTICLE 2- TECHNICAL INSPECTION/**

*C2.1 Technical Inspection – Pass/Fail*

All AMZ AUTOMOTIVE vehicles must pass a technical inspection before they are permitted to operate under power.

*C2.1.1 The inspection will determine if the vehicle satisfies the requirements and restrictions of the AMZ AUTOMOTIVE rules.*

*C2.1.2 If vehicles are not ready for technical inspection when they arrive at the inspection site, they will be sent away.*

*C2.1.3 Any vehicle may be re-inspected at any time during the competition and correction of any non-compliance will be required.*

*C2.2 Technical Inspection*

Technical inspection will consist of four (4) separate parts as follows

*C2.2.1 Engine inspection and governor setting- Governor Setting Check E.T.G Technical Representatives will set the governors of all vehicles.*

*C2.2.2 Technical Inspection*

Each vehicle will be inspected to determine if it complies with the requirements and restrictions of the AMZ AUTOMOTIVE rules. This inspection will include an examination of the driver ’s equipment including helmet, a test of driver exit time and to ensure that all drivers meet the requirements of the rules.

*C2.2.3 Kill switch and dynamic brake testing*

Both the external and cockpit kill switches will be tested for functionality. If both switches pass the test then the vehicle will be dynamically brake tested. Each vehicle must demonstrate its ability to lock wheels and come to rest in an approximately straight line after acceleration run specified by the inspectors. If a vehicle fails to pass any part of the inspection it must be corrected/modified and brought into compliance with the rules before it is permitted to operate.

*C2.3 Inspection Stickers*

*C2.3.1 A multi-part inspection sticker will be issued in sections to each vehicle as each of the three parts of technical inspection is completed .The inspection sticker must remain on the vehicle throughout the competition. Vehicles without all parts of the inspection sticker may not be operated under power.*

*C2.3.2 Any or all parts of the inspection sticker may be removed from any vehicle that has been damaged or which is reasonably believed may not comply with the rules.*

*C2.4 Technical Inspection Sheet – Pre-inspection Required*

*C2.4.1 Once a vehicle has passed technical inspection its configuration may not be modified. All accessory, Component’s such as roofs, wings, bumpers, etc. are considered part of the configuration and must remain on the vehicle at all times.*

*C2.4.2 Approved vehicles must remain in “as-approved” condition throughout the competition. Any repairs of a part that is not identical as the broken part must be approved prior to the repair.*

*C2.4.3 Non-identical parts not approved will be subject to an appropriate performance penalty.*

*C2.4.4 Minor adjustments permitted by the rules and normal vehicle maintenance and tuning are not considered modifications.*

**ARTICLE 3- ENGINEERING DESIGN EVENT/**

*C3.1 Engineering Design Event Overview and Objective*

*C3.1.1 The objective of the engineering design event is to evaluate the engineering effort that went into the design of the vehicle and how the engineering meets the intent of the market, as detailed in the Program Objective A1.1 and the Design Subject A1.2. Students will be judged on the creation of design specifications and the ability to meet those specifications, computer aided drafting, analysis, testing and development, manufacturability, serviceability, system integration and how the vehicle works together as a whole. Each of these parts of the engineering product development cycle will be judged within the following subsystems: Suspension, Steering, Drivetrain/ Powertrain, Chassis and Ergonomics.*

*C3.1.2 The vehicle that illustrates the best use of engineering to meet the design goals and the*

*best understanding of the design by the team members will win the design event.*

Comment: Teams are reminded that AMZ AUTOMOTIVE is an engineering design competition and that in the Engineering Design Event; teams are evaluated on their design. Components and systems that are incorporated into the design as finished items are not evaluated as a student designed unit, but are only assessed on the team’s selection and application of that unit. For example, teams that design and fabricate their own shocks are e valuated on the shock design itself as well as the shock’ s application within the suspension system. Teams using commercially available shocks are evaluated only on selection and application within the suspension system.

*C3.1.3 The engineering design event consists of two parts: Design Evaluation and an un-scored*

*Design Report that will be used as a part of the design evaluation*

*C3.2 Design Report – Required Submission*

*C3.2.1 Design Report – The design evaluation judging will start with submission, before the event,*

*of a Design Report. The Design Report will be reviewed by the design judges who will ultimately*

*judge the team and vehicle at on-site Design Evaluation.*

*C3.2.2 The Design Report must not exceed eight (8) pages, consisting of not more than four (4)*

*pages of text, three (3) pages of drawings and one (1) optional page containing content to be*

*defined by the team (photo’s, graphs, etc.). All pages must be either 8 ½” x 11” or A4.*

*C3.2.3 The Design Report should contain a brief description of the vehicle with a review of your*

*team’s design objectives, vehicle concepts, and a discussion of any important design features.*

*Note or describe the application of analysis and testing techniques (FEA, part/system/vehicle*

*testing, etc.). Evidence of this analysis and back-up data should be brought to the competition*

*and be available, on request, for review by the judges.*

*C3.2.4 The Design Report will be used by the judges to sort teams into the appropriate design*

*groups based on the quality of their review.*

*C3.3 Design Spec Sheet – Required Submission*

*C3.3.1 Design Spec Sheet – A completed AMZ AUTOMOTIVE Design Spec Sheet must be submitted.*

*C3.3.2 The design judges realize that final design refinements and vehicle development may*

*cause the submitted figures to diverge slightly from those of the completed vehicle. For specifica -*

*tions that are subject to tuning, an anticipated range of values may be appropriate.*

*C3.3.3 The Design Report and the Design Spec Sheet, while related, are independent documents and must be submitted as two (2) separate files.*

*C3.4 Design Report - Vehicle Drawings*

*C3.4.1 The Design Report must include one set of three (3) view drawings showing the vehicle,*

*from the front, top, and side.*

*C3.4.2 Each drawing shall appear on a separate page. The drawings can be manually or computer*

*generated.*

*C3.4.3 Photos should be placed on the optional page and will not be counted as drawings.*

*C3.5 Design Report and Design Spec Sheet Formats*

*C3.5.1 The Design Report must be submitted electronically in Adobe Acrobat Format (PDF). The*

*document must be a single file (text, drawings and optional content are all inclusive). The design*

*report file must be named as follows: Vehicle #\_collage name .The maximum size for the file is 5*

*megabytes.*

*C3.5.2 Design Spec Sheets must be submitted electronically in Microsoft Excel® Format (\*.xlsx*

*file). The format of the Spec Sheet MUST NOT be alter ed. Similar to the Design Report, the*

*Design Spec Sheet file must be named as follows: Vehicle #\_collage name (full name) .*

***WARNING: Failure to exactly follow the above submission requirements may result in exclusion from the Design Event. If your file is not submitted in the required format then it cannot be made available to the design judges and your team will be excluded from the Design Event.***

*C3.5.3 Design reports must be submitted to the individual/address listed on the Action Deadlines*

*page on the AMZ website and described in Part E of these rules. Reports must be received by the*

*due date listed in the Action deadlines. Design Report submission will be acknowledged either on*

*the competition website or by email. Teams should have a printed copy of this acknowledgement*

*available at the competition as proof of submission in the event of discrepancy.*

*C3.5.4 Penalty for Late Submission or Non-submission*

*Late submission or failure to submit the Design Report will be penalized ten (10) points per day.*

***If your Design Report is received more than ten (10) days late it will be classified as “Not Submitted” and your team will not participate in the Design Event and will receive zero (0) points for design.***

*C3.6 On-Site Design Evaluation*

*C3.6.1 The design judges will evaluate the engineering effort based upon the team’s Design*

*Report, responses to questions, and an inspection of the car.*

*C3.6.2 The design judges will inspect the car to determine if the design concepts are adequate*

*and appropriate for the application (relative to the objectives set forth in the rules).*

*C3.6.3 It is the responsibility of the judges to deduct points if the team cannot adequately explain*

*the engineering and construction of the car.*

*C3.6.5 Support Material*

Teams may bring with them to Design Evaluation any photographs, drawings, plans, charts, example components, or other materials that they believe are needed to support the presentation of the vehicle and the discussion of the their development process. Use of laptop or notebook computers, posters, and binders is allowed, but projectors may not be used.

*C3.7 Judging Sequence*

*C3.7.1 Design Evaluation is typically organized as follows:*

***1. Initial judging of all vehicles***

***2. Final judging ranking the top 3 to 10 vehicles***

*C3.8 Design Finals*

*C3.8.1 The purpose of Design Finals (DF) is to reward, and call attention to, those vehicles judged*

*to have the best engineering designs. DF are held after the conclusion of Design Evaluation so*

*that the finalists may be chosen, and then judged. The number of finalists may vary from as few*

*as three to as many as ten, as determined by the number of entries and the results of Design*

*Evaluation.*

*C3.8.2 Design Finals Presentation- Format*

One or more team members may make the presentation to the judges. The presentation itself is limited to a maximum of six (6) minutes.

Following the presentation there will be approximately three (3) minutes for questions from the judges.

Only the judges are permitted to ask questions. Any team member on the presentation floor may answer the questions even if that member did not speak during the presentation itself. Equipment

It is recommended that teams bring a laptop, binders or posters to show documentation for the engineering they have completed, but no projectors will be allowed.

*C3.9 Scoring*

*C3.9.1 The engineering design event will be worth 150 points at the competitions.*

*C3.9.2 The judges may at their discretion award the highest placing team less than the maximum noted above.*

**ARTICLE 4- COST EVENT- REVIEW SUBMISSION PROCEDURE/**

*C4.1 Cost consists of two related sections: Cost Report and Prototype Cost. The cost report provides all the background information to verify the vehicle’s actual cost. The prototype cost is the actual cost and the points and the points related thereto.*

*C4.2 Cost Report*

The Cost Report may contain a maximum of three sections.

*C4.2.1 Report Section 1 – Overview (Optional)*

The optional overview is intended to give each team the opportunity to point out, and briefly comment on, any design features or fabrication processes that are innovative or are expected to result in significant cost savings. Teams may also use the overview to explain items or processes that might appear to be discrepancies within the report. The overview section is limited to a maximum of four (4) pages and is optional. This should be included as part of the Cost Documentation .pdf file.

*C4.2.2 Report Section 2 – Costing Sheets*

The core of the report is the series of costing sheets. This section must contain the one-page summary sheet broken up into the individual subsystems. Each subsystem needs an individual sub-assembly sheet . Note that Vehicle Assembly Labor cost is for the labor it takes to assemble a subassembly to the frame. All fabricated parts on the sub-assemblies sheets require a Note that the sub-system assembly time is the time it takes to assemble all the parts in that assembly together.

*C4.2.3 Report Section 3 – Cost Documentation*

This section includes copies of receipts, invoices, price tags, catalog pages, on-line prices, or other documentation, to

substantiate the costs of the parts and materials of any item . Cost documentation must be at full retail indian prices. The use of foreign receipts, purchases from discount sites such as Craig's List, EBay or junk yards are not allowed. The report is expected to be comprehensive, well documented, truthful and accurate.

*C4.2.9 Prototype Cost – 85 points*

Prototype cost is scored on the cost, as corrected by the judges, to produce the finished vehicle brought to the competition. Prototype cost score will be calculated as follows:

Prototype Cost = 85 points×

where:

C your Vehicle cost, as corrected

C low lowest vehicle cost, as corrected C max highest vehicle cost, as corrected

**ARTICLE 5- SALES PRESENTATION EVENT/**

*C5.1 Presentation – Objective*

*The objective of the Presentation is for the team to convince the “executives” of a hypothetical*

*manufacturing company to purchase the team’s AMZ AUTOMOTIVE vehicle design and put it into production*

*at the rate of 1000 units per year.*

*C5.1.1 For the purpose of the presentation, teams are to assume that the judges are to be a*

*mixed group of corporate executives who may have experience in marketing, production and*

*finance as well as engineering*

*C5.2 Presentation – Format*

One or more team members may make the presentation to the judges. The presentation itself is limited to a maximum of ten (10) minutes.

*C5.2.1 Following the presentation there will be an approximately five (5) minute question period.*

*C5.2.2 Only the judges are permitted to ask questions. Any team member on the presentation*

*floor/stage may answer the questions even if that member did not speak during the presentation*

*itself.*

*C5.4 Presentation – Scoring*

*C5.4.1 The presentation event will be scored based on such categories as*

***(1) The content of the presentation,***

***(2) The organization of the presentation,***

***(3) The effectiveness of the visual aids,***

***(4) The speaker’s delivery, and***

***(5) The team’s responses to the judge’s questions. The team’s score will be the average of the individual judge’ s scores.***

*C5.4.2 The team that makes the best presentation will receive the highest score regardless of the*

*finished quality of their actual vehicle.*

**PART D/ DYNAMIC EVENTS**

The dynamic events are intended to determine how the AMZ AUTOMOTIVE vehicles perform under a variety of conditions. Note that the organizers may modify the dynamic events to address local conditions, weather or resources.

*D1.1 Acceleration – Objective*

Acceleration is measured as the time to complete a given distance flat, straight course from a standing start.

*D1.1.1 The choice of course length is at the organizer’s discretion.*

*D1.2 Acceleration – Procedure: Each vehicle may make two (2) attempts.*

*D1.2.1 Scoring will be based on the better of the two attempts. Timing may be done using either electronic systems or stop watches.*

*D1.3 Acceleration – Penalties*

The organizer may modify the penalties imposed for different violations to account for differences in the length or design of specific event courses.

*D1.3.1 False Start or Stall at Start First -Rerun at end of line Second – Run DNS*

*D1.3.2 Driving off Course Run DNF*

*D1.4 Acceleration – Scoring*

Vehicles with acceleration times that are more than 1.5 times that of the fastest vehicle will not receive a score for this event.

*D1.4.1 Teams attempting the event, but exceeding the time limit will be classified as “Excess Time”.*

*D1.4.2 The following equation will be used for the acceleration score:*

Acceleration Score = 100 points ×

where:

Tshortest fastest time by any vehicle Tyours time for the vehicle to be scored

Tlongest the lesser of : a) slowest time by any vehicle; b) 1.5Tshortest

**ARTICLE 3- MANEUVERABLIITY EVENT/ 180 points**

*D3.1 Maneuverability – Objective*

Maneuverability is designed to assess each vehicle’s handling ability over typical race terrain. The course may consist of a variety of challenges at the organizer ’s option, possibly including tight turns , pylon maneuvers.

*D3.2 Maneuverability – Procedure*

Each vehicle may make two (2) runs with the best time including penalties, counting for score.

*D3.3 Maneuverability – Penalty Default Values*

The organizer may modify the penalties imposed for different violations to account for differences in the length or design of specific event courses.

*D3.3.1 Obstacle/Pylon moved 2 seconds*

*D3.3.2 Missed gate\* 10 seconds*

*D3.3.3 Excessive Driving Off Course Run DNF*

*D3.3.4 False Start First - Rerun at end of line Second - Run DNS*

\*Missed gate is when 2 or more wheels are outside the gate.”

*D3.4 Maneuverability – Time Limit*

Only vehicles that complete the maneuverability course within a time not exceeding 2.5 times that of the fastest vehicle will receive a score. If a vehicle is on the course for a time that exceeds 2.5 times the fastest time recorded to that point then the attempt may be declared over and the vehicle may be removed from the course and scored as “Excess Time”.

*D3.5 Maneuverability – Scoring*

Maneuverability scoring is based on the vehicle’s time through the course including any penalties.

Maneuverability Score = 180 points ×

where:

tshortest fastest time by any vehicle tyours time for the vehicle to be scored

tlongest the lesser of : a) slowest time by any vehicle ; b) 2.5tshortest

**ARTICLE 5/ ENDURANCE/ 400 Points**

*D5.1 Endurance – Objective*

General: The endurance event assesses each vehicle’s ability to operate continuously and at speed over tarmac containing tight turns in all weather conditions.

*D5.2 Endurance – General Description*

Endurance may be run for either time or distance. Endurance events for time usually run for given hours. Endurance events for distance continue until at least one car has gone the specified distance.

*D5.2.1 Endurance will be run as either (A) a single given hour race, (B) a predetermined and published distance, or as (C) elimination heats followed by a final in which the total time of one elimination heat plus the final is given hours. The organizer will announce the structure of the event prior to the start.*

*D5.2.2 Determining the winner of the endurance race*

A The team that completes the distance of the competition first, or the greatest distance in the time set for the competition will be declared the winner

B In competitions of a given distance, the checkered flag will be given first to the leading car, then to the other finishers as they cross the finish line.

C In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or matter the expiration of the specified duration, then to the other finishers as they cross the finish line.

D If the leading car is not running at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.

*D5.3 Endurance – Starting*

D5.3.1 The starting grid for endurance will be based on each team’ s performance in a previous dynamic event, or set of dynamic events, to be determined by the organizer.

D5.3.2 All vehicles will be considered to have begun the race simultaneously at the time when the starter releases the first vehicle onto the course regardless of their actual position in the grid.

*D5.4 Endurance – Command Flags*

Command flags are just that – flags that the competitor must immediately obey without question.

*D5.4.1 Green Flag*

(1) At a starting line or when reentering the course: Your run or session has started; enter the course under the direction of the starter. (NOTE: If you stall the vehicle, restart and await another green flag as the opening in traffic may have closed.)

(2) While running on the course: Course is clear, proceed.

*D5.4.2 Yellow Flag, Steady – Danger, SLOW DOWN, be prepared to take evasive action, something*

*has happened beyond the flag station. NO PASSING, unless directed by the course workers.*

*D5.4.3 Yellow Flag, Waved – Great danger, SLOW DOWN, evasive action is likely to be required,*

*BE PREPARED TO STOP, something has happened beyond the flag station. NO P ASSING, unless*

*directed by the course workers.*

*D5.4.4 Red Flag – Come to an immediate safe and controlled stop on the course. Pull to the side*

*of the course as much as possible to keep the course open. Follow course worker directions. NO*

*PASSING.*

*D5.4.5 Black Flag, Furled and Pointed – Warning, the officials are watching this vehicle’s driving –*

*obey the event rules.*

*D5.4.6 Black Flag, Displayed*

(1) Pull into the penalty box for a discussion with the Director of Operations or other official concerning an incident. A time penalty may be assessed for the incident.

(2) Pull into the penalty box for a mechanical inspection of the car; something has been observed that needs closer inspection.

*D5.4.7 White Flag – In specified-distance endurance events, the white flag will be displayed to the*

*leader as the leader begins the final lap.*

*D5.4.8 Checkered Flag – The run or session has been completed. Exit the course at the first*

*opportunity.*

*D5.7 Endurance Event – Penalty Default Values*

*D5.7.1 The organizer may modify the penalties imposed for different violations to account for*

*differences in the length or design of the course. Note that all time penalties are enforced from*

*when the vehicle is in the black flag area, i.e. the time spent being towed back to the pits does*

*NOT count towards the penalty.*

*D5.7.2 Passing under a Yellow Flag*

*first time = warning*

*Subsequent times= discretionary penalties*

*D5.7.3 Failure to stop for Black Flag*

*10 minutes*

*D5.7.4 Leaving course and advancing*

*5 minutes*

*D5.7.5 Speeding in pit area*

*First time = 5 minutes*

*Second time = 20 minutes*

*D5.7.6 Aggressive driving*

*First time = 10 minutes*

*Second time = Disqualification*

*D5.9 Endurance – Scoring*

*D5.9.1 General: The endurance event score is determined by (a) the number of laps each team*

*completes during the endurance final and (b) the finish order of teams at the end of the event.*

*D5.9.2 “Scored laps” are the number of full laps actually completed during the endurance event*

*final.* Only full laps count, partial laps do not count for score. A vehicle must cross the counting/timing line under its own power for alap to be counted.

*D5.9.3 “Finish order” is the sequence in which vehicles cross the finish line after the lap scoring*

*period has ended. Finish order determines the ranking of teams completing the same number of*

*laps. For example, if the top four teams finish with the same nu mber of laps, then they will be*

*ranked 1st to 4th based on their finish or der.*

*D5.9.5 Endurance scoring is based on number of laps the vehicle completes in the allowed time:*

*Endurance Score= 400 points ×*

*Where:*

*Lhighest highest number of laps completed by any vehicle*

*Lyours number of laps completed by the vehicle to be scored*

*Llowest lowest number of laps completed by any vehicle*

*D6.1 Meetings*

All team members identified as captains or drivers and all faculty advisors MUST attend all meetings as designated; Attendance at meetings is mandatory. Failure to attend meetings can result in disqualification of members or the entire team.

*D6.2 Tie-breakers*

**ARTICLE 6- COMPETITION PROCEDURES AND REGULATION – GENERAL/**

Tie-breakers for dynamic events will be the second best run time or score for the given tied event. If both scores for tied teams in the event are equal then the tie remains.

*D6.3 Pre-inspection Operation Prohibited*

Vehicles may not be started or driven prior to passing technical inspection, except as required as part of the inspection process itself.

*D6.4 Engine governors are subject to check and resetting.*

**ARTICLE 9- RULES OF CONDUCT/**

*D9.1 All AMZ AUTOMOTIVE participants can be proud of the excellent sportsmanship and cooperation*

*among teams that are two of the hallmarks of the series. Good conduct and compliance with the*

*rules and the official instructions are expectations and requirements for every team member.*

*D9.1.1 An incident of unsportsmanlike conduct, the organizer or AMZ Staff is authorized to*

*impose an appropriate penalty.*

*D9.1.2 Unsportsmanlike conduct can include arguments with officials, disobedience of official*

*instructions and the use of abusive or threatening language to any official or other participant.*

*Depending on the seriousness of the infraction the penalty for such actions can range from a*

*deduction of up to fifty percent (50%) of the team’s points to expulsion of the entire team. Penalties*

*of this type will only be imposed after a complete review of the incident by the organizer and*

*AMZ staff.*

*D9.2 Alcohol and Illegal Material*

Alcoholic beverages, firearms, weapons of any type and illegal materials are prohibited at AMZ AUTOMOTIVE sites during the competition. The penalty for violation of this rule is the immediate expulsion of the entire team, not just the individual(s) involved. This rule applies to team members, advisors and any individuals working with the team on-site.

*D9.3 Smoking – Prohibited*

*Smoking is prohibited in all competition areas.*

*D9.4 Parties*

*Disruptive parties either on or off-site must be prevented by the faculty advisor or team captain.*

*D9.5 Trash Clean-up*

*Clean-up of trash and debris is the responsibility of the teams. Please make an effort to keep your*

*paddock area clean and uncluttered. At the end of the day, each team must clean their work area.*

*D9.6 Site Condition*

Please help the organizers keep the site clean. The sites used for AMZ AUTOMOTIVE are generally private property and should be treated as such. Competitors are reminded that they are guests of the owners. All trash should be placed in the receptacles provided. Glass is not allowed on the grounds. Failure to clean the premises will result in an unsportsmanlike conduct penalty. Competitors are encouraged to police their areas after meals.

**ARTICLE 10- SPECTATOR RULES/**

*D10.1 General*

The organizers typically do not have a direct line of communication with spectators other than on-the-spot at the competition; thus, the competitors, faculty and volunteers are expected to help inform the spectators of the safety rules and help restrict spectators to the spectator areas.

*D10.2 Alcoholic Beverages*

Spectators may not drink or possess alcoholic beverages at any competition location.

*D10.3 Access Restrictions*

Spectators must keep a specified distance back decided by AMZ and the organizers, from any area where vehicles are operating under power. Motor vehicle competitions are potentially dangerous and safety rules will be strictly enforced.

*D10.4 Children*

A competition site is not a safe place for children and unsupervised young people. Spectators who fail to strictly control their children will be asked to leave the site.

*D10.5 Removal of Spectators*

The course officials and organizers have the absolute right to restrict spectator access to any parts of the site and to eject anyone who violates safety rules or ignores the instructions of officials.

*D10.6 Unsafe Practices and Conduct*

All participants are required to exercise safe practices and avoid unsafe activities at all times during the competition. The event organizer has the discretionary authority to impose a just penalty for any conduct deemed unsafe. All team members will be held to this rule.

**ARTICLE 11- MISCELLANEOUS/**

*D11.1 Driver Equipment*

Drivers must wear all of the equipment specified in “Driver Equipment Requirements" and a properly fastened restraint system at all times when the vehicle is running in any event or on the practice track.

*D11.2 Drivers not wearing the proper equipment will not be permitted to drive, and may have their competition driver’s privileges revoked.*

**ARTICLE 12- SAFETY – TEAM RESPONSIBILITY/**

*D12.1 Safety is the primary consideration in the design of AMZ AUTOMOTIVE vehicles and the conduct*

*of the competitions.*

*D12.2 Teams need to include safety considerations in all parts of their program.*

*D12.3 At all performance events, it is the responsibility of the team to ensure both the vehicle and*

*driver meet and follow all the requirements and restrictions of the rules.*