

FSAEJ2026

Design Event Onsite Review

Takuya Saito, Chief Design Judge
Katsuhide Kuwahara, Suspension

2026 Aug. 7

First of all,

Agenda

1. What's FSAE/Design Event?
2. Summary of FSAEJ2026 Design Event
3. Good examples
4. Toward FSAEJ2027
5. Vehicle test & validation
6. Q&A

日本語 or English?

1. What's FSAE/Design Event?
2. Summary of FSAEJ2026 Design Event
3. Good examples
4. Toward FSAEJ2027
5. Vehicle test & validation
6. Q&A

Q: What is “Formula SAE”?

1. What's FSAE/Design Event?

Please refer to the Review in 2025.



Q: How can I get a high score on Design Event?

1. What's FSAE/Design Event?

Please refer to the Review in 2025.



1. What's FSAE/Design Event?
2. Summary of FSAEJ2026 Design Event
3. Good examples
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2. Summary of FSAEJ2026 Design Event

- ✓ Participants:
First Round Review judging: ICV 51 teams, EV 23 teams, Followup 2 teams
Design Final: ICV 2 teams, EV 2 teams
- ✓ Face to face judging with teams and vehicles
- ✓ Design Event in the same location as Cost & Manufacturing event: efficient operation
- ✓ Design Final with 3 top teams

2. Summary of FSAEJ2026 Design Event

With a lot of supports, we enlarged ourselves to receive all your efforts.

APPENDIX J-S-5 Design Judging coverage of each judge

In the Q&A session, the judges will discuss with the team members in accordance with the coverages below.

JUDGE CATEGORY	NUMBER OF JUDGES	ORGANIZATION, FEASIBILITY STUDY AND VALIDATIONS	JUDGING COVERAGE	
			HARDWARE	SOFTWARE AND CONTROLLING
BODY	2	Team management/Overall layout/Ergonomics	Frame/Monocoque/Cowls/Aero devices/Driver interfaces, meter, indicator/Cockpit control, pedals, switches, and levers	Body control, display control
SUSPENSION	2	Vehicle dynamics simulation and validation /Suspension kinematics and mechanics/Tire data	Suspension system/Brake system/Steering system/Wheels and tires	Brake Control (Ex. ABS)/Steering control (4WS)/Vehicle dynamics control (over multiple tires, Ex. Yaw control)
POWER-TRAIN (ICV and EV respectively)	ICV: 2 EV: 3	Power dyno/Drivetrain simulation and testing/HV testing/EMC test/Noise testing/Cooling simulation and testing	Engine/Intake and Exhaust system/Motor/Fuel system/Energy storage system/High Voltage systems/Inverters and converters/Transmission and clutch/Final Drive and differential gear/Cooling system/Low voltage systems	Throttle control/Fuel control/Battery management/Energy management (power output and regeneration)/Vehicle communication/Functional safety/Traction control (longitudinal only)

※Topics such as data logging, infotainment, simulations, material studies and application/tuning are judged in the category of its intended usages.

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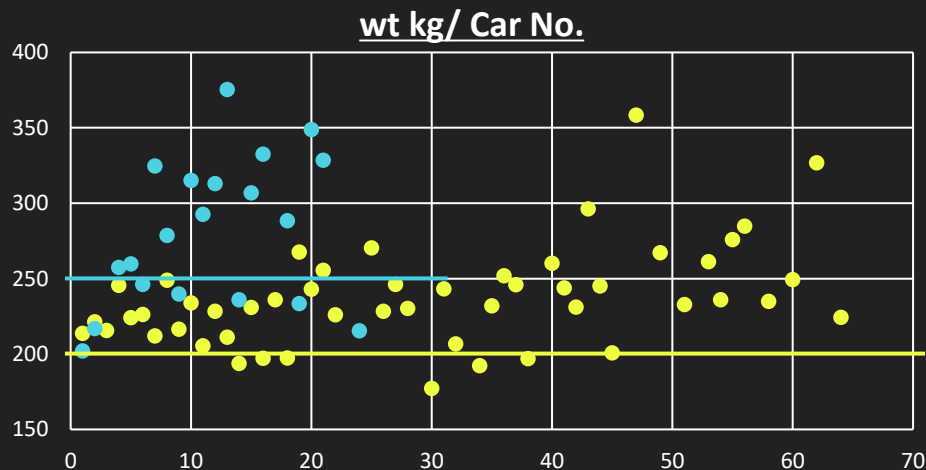
3. Good examples

- Design Finalists – To be uploaded on Youtube
- Similarities of the top teams
Team management, steady improvement, a running vehicle, validation

“Competition result” = “Vehicle performance” + “Team strength”

3. Good examples

- “Lighter weight”, “Lower CoG”, “Lower moment of inertia”
Basically, unnecessary “heavy”, “high”, “large”, “long” are not good on racing cars.



3. Good examples

- Effective material usage: avoid stress concentrations, translate loads to structures
- Arrange air flow well → a smaller radiator → Lighter
Not only a weight of a radiator, but coolant and hoses etc.



A radiator larger than that of original motorcycle needs to be doubted.

3. Good examples

- **Kinematics & Compliance**: NOTHING RIGID!

Your $\pm 0.5\text{mm}$ may be cancelled by $\pm 2.0\text{mm}$ compliance!

Good teams

Rear compliance: Saitama, Kyoto, Kyushu Institute of Tech., Kitakyushu

Steering: Tohoku, Nagoya Institute of Tech.

- **Function *before* performance**

Well functioning ARB: Nagoya Institute Technology

*S.4.6.2 Vehicles must be presented for Design judging in finished condition, fully assembled, complete and ready to run.

3. Good examples

- Preparation to convince: materials to show



3. Good examples

- **SAFETY!**
Safe vehicle, safe operation.
No safety, no FSAE event!
- **Clean, beautiful, organized vehicle & team**
- **Time management by team**

Again, team management is the base of your results.

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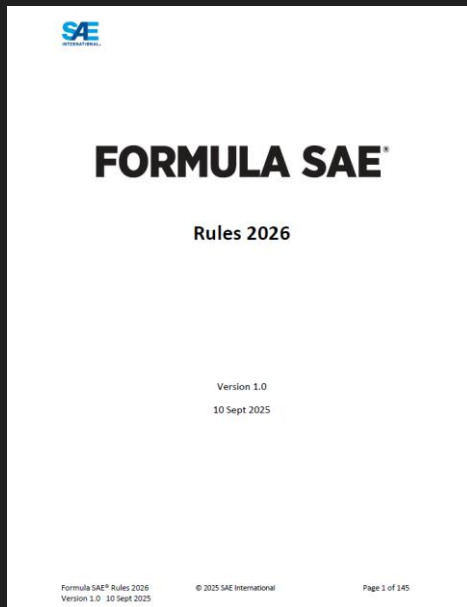
4. Toward FSAEJ2027

Not only FSAEJ, many Design Reviews available.



Q: What did you start from in the beginning of 2026?

4. Toward FSAEJ2027



Everything starts from understanding the Rules.

4. Toward FSAEJ2027

You must know all Rule sets related to your activity.

Rules

Rules for vehicle production, vehicle inspection, examination (static and dynamic), etc. comply with Formula SAE® rules.

[Formula SAE <Official website>](#)

Local rules for the Japanese tournament have been established for some rules. [Please check here for English rule books from before 24.](#)

24th Formula SAE Japan 2026

[Local Rules \(4rd Edition\) <PDF>](#)*Published in English only 2026.06.17 

[24th Tournament Tournament Rules \(3rd edition\)](#)*Japanese version 2026.06.17 

[2026 Participation Rules 3rd Edition <PDF>](#) ※English version 2026.06.17 

Q: Anyone wants penalties?

4. Toward FSAEJ2027

- Document penalty total 440 pts for 26 ICV teams, 60 pts for 13 EV teams!
- ONLY 1 team got NO PENALTY and NO NOTES!

2026 Formula SAE Japan - All Document Screening Result

Date: June 10, 2026 14:00(JST)
 Signature: *N. Suzuki*

No.	チーム名	University Name	Country	Basic Events to be held			Document completion	F1P submission date & time (UTC+9)	ECOP submission date & time (UTC+9)	S&P submission date & time (UTC+9)	Design submission date & time (UTC+9)	Safety submission date & time (UTC+9)	Other submission date & time (UTC+9)	Total submission date & time (UTC+9)	Penalty	Notes
				Cost	Design	Presentation										
001	東京大学	The University of Tokyo	Japan													
002	京都大学	Kyoto University	Japan													
003	大阪大学	Osaka University	Japan													
004	名古屋大学	Nagoya University	Japan													
005	東北大学	Tohoku University	Japan													
006	北海道大学	Hokkaido University	Japan													
007	九州大学	Kyushu University	Japan													
008	岡山大学	Okayama University	Japan													
009	広島大学	Hiroshima University	Japan													
010	山口大学	Yamaguchi University	Japan													
011	徳島大学	Tokushima University	Japan													
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result

4. Toward FSAEJ2027

- Design Briefing violation: 78 teams (Details in Announcement of Document Screening Results)
- Design Spec Sheet penalty: 516cells 51 teams

Also, lots of questions on numbers

J2026-S-17 Design Documents

(refer to Formula SAE® Rules 2026 DR.2, S.4.2/3/4/5)

The Design Documents must consist of Design Briefing, Design Spec Sheet, and Vehicle Drawings. The language in Design Documents is English only. The words in the other languages will be recognized as not submitted.

The Design Briefing must use the 2026 Design Briefing Template published on FSAE Online (<https://www.fsaonline.com/>) and the requirements are shown on the Template. Design Briefing not complying with the 2026 Format and requirements will be recognized as not submitted.

The following dimensions must be included in Vehicle Drawings as the minimum requirement: overall length, overall width, overall height, wheelbase, front and rear track, and minimum ground clearance.

Teams must fill all the figures on Design Spec Sheet unless figures are not applicable to the vehicle. For example, Aerodynamics Coefficients & Reference Area must be filled even if the car does not have any aerodynamics devices.

Lack of information and avoidable blanks/"N.A." on the Design Documents may receive penalty points.

J2026-S-18 Insufficient Redesign

Copying of content from a previous Design Briefing, or expressions that closely resemble previous content will result in the corresponding components being defined as insufficiently redesigned, and points will not be scored. If more than one-third of the Design Briefing (including drawings) are judged as blank and/or a copy from a previous, all Design Documents will be regarded as "not submitted".

J2026-S-19 Expectations for the Design Briefing

The subject of Formula SAE is that the team, as an engineering firm makes a business proposal to the judges as manufacturing contractors through each event.

The DB in the Design Event is a document that is communicated to the engineers of the contractor in advance of the First Round Review, which promotes the vehicle and the team's development capabilities. The judges will read the DB and will prepare for the discussion of the onsite event in a limited time frame.

This means, it is expected that the DB will be a concise and visual summary of the team's vehicle development efforts and important decisions. Putting as much information as possible into the DB will not directly lead to better scores or evaluations.

A DB that deviates significantly from these intentions and expectations (ex. slides where 50% or more of the page is text) may not be read all.

Consideration of the reader is expected.

J2026-S-20 Additional requirements for the Design Briefing

16 point is the minimum font size of the Design Briefing. Any letters smaller than 16 point will not be read and will be counted as "Insufficient Redesign".

If you read the Rules carefully, they are avoidable.

4. Toward FSAEJ2027

Design Briefing Template shows many tips.

Writing Tips (Delete this entire slide before submission)

This template is for your guidance and ease of assembly.

Blue boxes like this one contain notes and tips from the judges. You should delete them before submitting your file.

Colors, logos, fonts & background may all be changed to reflect team colors and preferences.

12 point font minimum. 16+ point font preferred.

It is a good idea to include your School Name and Car # on every slide.

The Design Briefing must be submitted in PDF format, under 25Mb and no more than 56 total pages. Driverless cars should fill out the last section and have a maximum page count of 63. Penalties apply for noncompliance as per FSAE Rules.

Delete this slide before submission.

Design Briefing Purpose

- Provide a concise and visual, engineering summary of the vehicle and the team's design approach
- Include the team's goals, key vehicle concepts, and major design decisions

Design Briefing Communication

- Present information as you would to other practicing engineers.
- Allow reviewers to quickly understand:
 - What design questions were addressed
 - How they were evaluated
 - How the resulting decisions support the team's goals

Design Briefing Content Guidance

- Engineering reasoning and trade-offs used to arrive at major design decisions.
- An overview of key analysis, simulation, or testing used to evaluate design questions, including the purpose, assumptions or conditions, and conclusions
- The Design Briefing *is not* intended to document every engineering detail
- Detailed supporting material should be ready for presentation at the competition upon request

4. Toward FSAEJ2027

Design Briefing Template shows many tips.

Table of Contents

Design/Engineering Executive Summary

Overall Vehicle

Vehicle Dynamics

Aerodynamics

Powertrain

Chassis

Driver Interface & Brakes

Low Voltage Elec. & Data Acquisition

Driverless (if applicable)

The section headings shown at left are required and must be included.

For each section, the following areas are expected to be addressed:

- Design
- Build
- Testing/Validation/Refinement
- Understanding

Students are encouraged to build out a table of contents, including working hyperlinks within the presentation, if appropriate.

Note: The Powertrain section will be either IC or EV. This template applies to both competitions.

Overall Vehicle – Vehicle Description

This page is required.

Include key parameters and goals you want the judges to know. This helps put your design into context.

Should include targets if different than actuals.

Design Overview – Mass Breakdown

Mass without driver: 931.9 kg

42% Front

42% Left

999.9 kg with driver

Mass breakdown of masses

Mass is vehicle mass ready-to-race w/driver mass used in calculations.

Front is percent of mass on front with driver

Left is percent of mass on left with driver

Replace image with your own, if desired.

Noteworthy comments on mass

This page is required.

Required elements: Pie chart of mass breakdown, mass without driver (box in upper right) and percentages with driver (% Front and % Left)

Recommended, but not required, to use the design score sheet system breakdown for pie chart categories.

Side view 'bubble diagram' showing center of gravity of heaviest components (optional, not required). Bubble size proportional to mass of item.

Overall Vehicle – Vehicle Views

This page is required.

Show your car. CAD, Photograph, Drawings are all permitted, whatever you think best portrays information.

This page does not need to follow guidelines of the 3View Drawing Submission.

Overall Vehicle – Points Goal

This page is required.

How do you expect to score in each event and why? How did you determine these targets (simulation, statistics or other methods)?

Points Goal by Event	
Presentation	
Cost	
Design	
Acceleration	
Skidpad	
Autocross	
Endurance	
Efficiency	
Overall:	

• Your text here

Overall Vehicle (5 of 8)

Four more slides are permitted in this section. Use them to show how you approached the Overall Vehicle topics listed on the Design Event Scoresheet (available on fsaonline.com).

You are strongly encouraged to show your organizational chart and your timeline. List specific milestones, including first drive.

Determination of subsystem design specs (goals and tradeoffs) from a whole-vehicle perspective are relevant here.

4. Toward FSAEJ2027

Spec sheet: a list of figures that you **MUST** be aware of about your vehicle!

[illegible][illegible]

Design Spec Sheet penalty: 516cells 51 teams
Also, lots of questions on written numbers

You must understand and fill in all the boxes minimally.

Do not copy & paste even if the design is carried over from the past.

About Design Briefing

Q: How long does it take to read your DB?

If you haven't read through your DB, TRY IT!

Does your DB fascinate you to read it?

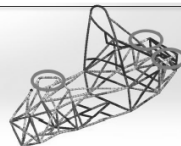
4. Toward FSAEJ2027

Chassis : Frame (1/6)

Overall

For the [redacted] chassis division, we decided to reuse the frame from the [redacted] taking into account the timing of the competition. This reduced the man-hours required to manufacture a new frame and allowed us to establish methods for measuring stress during actual driving and conducting analytical evaluations. The chassis serves as the vehicle's foundation, supporting the suspension, powertrain, and aerodynamic devices; its rigidity and weight significantly affect handling stability and dynamic performance. For [redacted] we redesigned the uprights to accommodate a multi-link suspension and introduced a camber adjustment mechanism to improve vehicle performance. However, since reusing the frame limits weight reduction and design flexibility, this year we prioritized improving analysis accuracy and establishing an evaluation environment by conducting actual measurements using strain gauges. This will lead to the development of a highly reliable new frame for [redacted] with the goal of placing in the top six in the EV class.

For [redacted] we had originally planned to build a new chassis. However, the Student Formula Japan Championship—which is typically held in September—was moved up by one month to August for the 24th edition only. Therefore, taking the development timeline into account, we decided not to design or build a new chassis and instead reuse the one used in [redacted]. Additionally, to comply with the "FSAE Rules 2026 V1" issued prior to the implementation of the local rules, we had planned to machine the pipe ends to create a continuous surface. However, due to provisions in the local rules and the SES regarding the transition period, the reuse of frames was permitted for vehicles that had passed technical inspections at the 23rd Student Formula Japan Championship. Therefore, taking the development period into account, we decided not to modify the [redacted] frame and to reuse it as-is. Furthermore, by reusing the [redacted] frame, we were able to get the vehicle into a drivable state earlier, thereby increasing opportunities for test runs and tuning. Furthermore, since vehicle manufacturing was the priority during [redacted] there was insufficient time to evaluate the stresses and strains imposed on the frame during operation, and a thorough evaluation could not be conducted. In [redacted] reusing the frame created a buffer in the development schedule, allowing us to proceed with the study of evaluation methods and the selection of measurement equipment. Furthermore, by establishing evaluation methods and accumulating operational experience with measurement equipment starting from the [redacted] phase, we believe we can reduce the time required for rebuilding the evaluation environment, selecting equipment, and conducting operational checks when developing a new frame for [redacted]. Starting with [redacted] we plan to attach strain gauges to areas where stress concentrations and deformations were predicted by 3D CAD structural analysis to measure and evaluate the stresses generated during actual driving. We believe this will allow us to verify the validity of the stress distributions and deformation predictions obtained from the 3D CAD analysis. Furthermore, by incorporating the measurement results into the analysis conditions and reinforcement design for the [redacted] frame, we expect to achieve a more reliable frame design.



We plan to select the areas outlined in orange as locations prone to stress concentration and deformation and perform strain measurements there. This will allow us to understand the stresses and strains that actually occur during operation and to compare and evaluate them against the results of structural analysis using 3D CAD.

As shown in the photograph, the rear bulkhead pipe was fixed in a 3D CAD model, and a torsional analysis was performed by applying a vertical load of 1,000 N to the upper part of the second hoop, assuming the frame torsion that occurs during rotation. The results showed a maximum equivalent stress of [redacted]. Since no clear specified yield stress values could be confirmed for the materials used, STKM11A and STKM12A, a comparison with tensile strength was performed for reference. When compared using a tensile strength of approximately 290 MPa for STKM11A, it was confirmed that the maximum stress obtained from the analysis was sufficiently low. Therefore, it is considered unlikely that significant damage will occur under these analysis conditions. On the other hand, the frames used in [redacted] and [redacted] weigh approximately [redacted] kg, suggesting there is room for weight reduction.

Do you believe this slide sells your design to contractors?

What are good slides?
Did you search or ask?

4. Toward FSAEJ2027

What's Executive Summary?

Executive Summary

Vehicle features

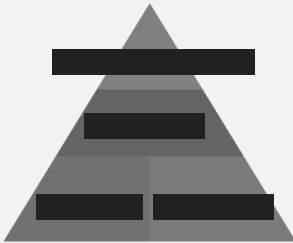
Equipped with torque vectoring and traction control systems, our vehicle leverages the superior power handling of a [REDACTED] motor drive to achieve exceptional cornering and rapid acceleration. Additionally, the use of a dry carbon monocoque ensures a lightweight yet highly rigid chassis for optimal performance.

Vehicle Concept and Design Philosophy

Our vehicle concept is [REDACTED] built around three key elements: [REDACTED], [REDACTED], and [REDACTED]. [REDACTED] introduces unprecedented movement through [REDACTED]. [REDACTED] ensures stable and trouble-free operation. [REDACTED] focuses on creating vehicles that can flexibly adapt to diverse. Starting this fiscal year, we have introduced the concept of "[REDACTED]" which means unlocking the vehicle's full performance potential regardless of environmental changes or the driver's skill level.

Status

Since last year, we have modeled our vehicle dynamics after top-tier European teams to embody our concept, "[REDACTED]". Our long-term goal is to develop a vehicle with performance equivalent to these world-class competitors, and we are currently in the midst of a three-year strategy to achieve this objective.

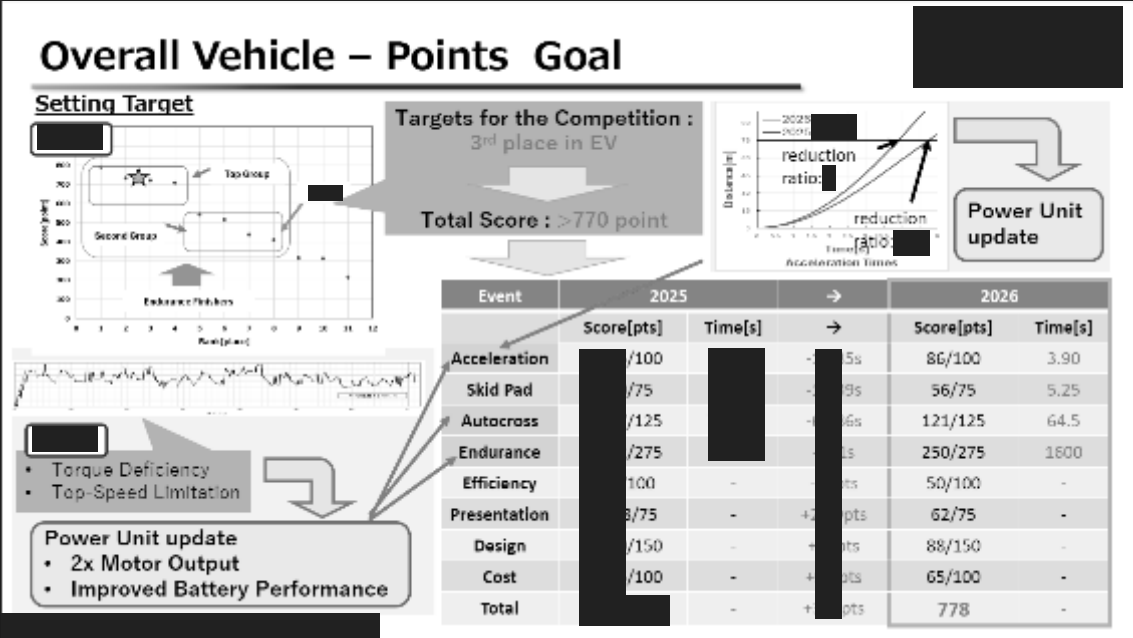


A conceptual diagram of the vehicle concept, represented by a pyramid structure with four horizontal layers. Each layer contains a single word, which has been redacted. The words are likely related to the vehicle's design philosophy or performance goals.

Conceptual diagram of the vehicle concept

4. Toward FSAEJ2027

Set the slide conclusion → Put required materials → Connect with minimum words



DO NOT start writing SENTENCES!!!

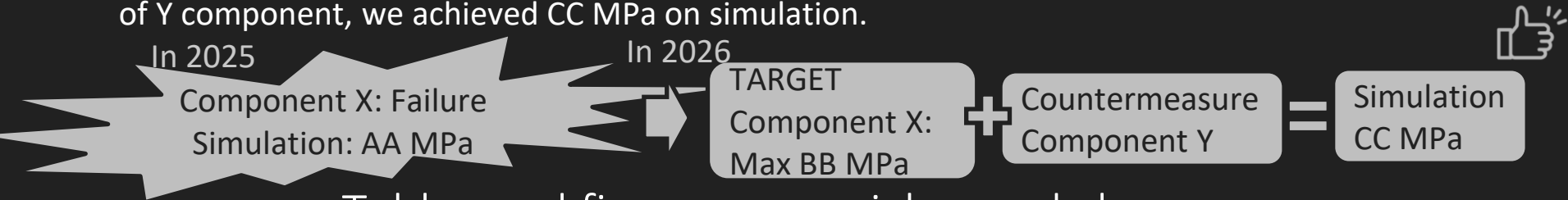
4. Toward FSAEJ2027

For example,

- In 2025, our Auto X time was 60.0s and the score was XX pts. In 2026, we would like to improve our time by -1.5s, so the target time is 58.5s and the target score is ZZ pts.

Event	2026 target	Gain	2025 result
Auto X	58.5s/ZZ pts	-1.5s/+YY pts	60.0s/XX pts

- Last year, we had a failure on X component, and the simulation result shows a stress of AA MPa. This year, targeted the maximum stress of component X as BB MPa, and with a countermeasure of Y component, we achieved CC MPa on simulation.



Tables and figures are quicker and clearer.

SET your CONCLUSION for each slide!!!

4. Toward FSAEJ2027

You must summarize your development effort within,

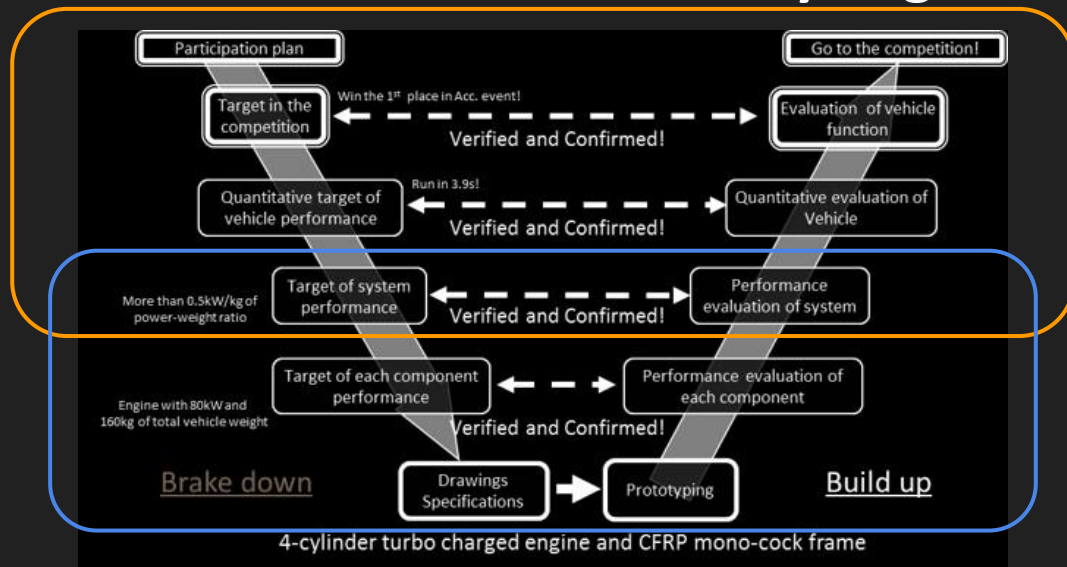
- Executive Summary: 2 pages MAX
- Overall Vehicles: 8 pages MAX
Vehicle Description / Vehicle Views / Points Goal / Mass Breakdown
- Vehicle Dynamics: 6 pages MAX
- Aerodynamics: 6 pages MAX
- Powertrains: 6 pages MAX
- Chassis: 6 pages MAX
- Driver Interface & Brakes: 6 pages MAX
- Low Voltage & Data Acquisition: 6 pages MAX

You need to SELECT what you put in DB or NOT.

4. Toward FSAEJ2027

Include the team's goals, key concepts, and major design decisions

DB is NOT intended to document every engineering detail.



High level summary of vehicle and team's design approach

Those can be described in Discussion Q&A

4. Toward FSAEJ2027

DB does not define your Design Score.

DB is a base for Judges to prepare for Discussion with you.

Your DB to allow reviewers to quickly understand:

- **What** you wanted to do **and why**
- **How** it was achieved / accomplished or not
- What are **major difficulties / engineering questions that were addressed**
- How they **contribute to your goals**
- **What is your conclusion**

**If you can summarize the last 3 slides,
you are ready to start your DB!**

1. What's FSAE/Design Event?
2. Summary of FSAEJ2026 Design Event
3. Good examples
4. Toward FSAEJ2027
5. Vehicle test & validation
6. Q&A

Vehicle Test & Validation

Testing is not development

Operational baselines

- Shakedown
- Reliability Proofing
- Driver Practice
- Mileage Accumulation

Performance improvement requires purpose

What are we trying to achieve?

Ultimate objective: Minimise lap time

$$\text{Lap time} = \text{Distance} / \text{Speed}$$

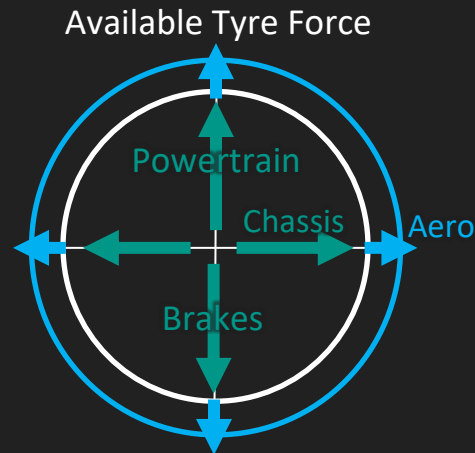
$$\text{Speed} = \int \alpha \, dt$$

$$\alpha = F / m$$

2 levers to go faster:

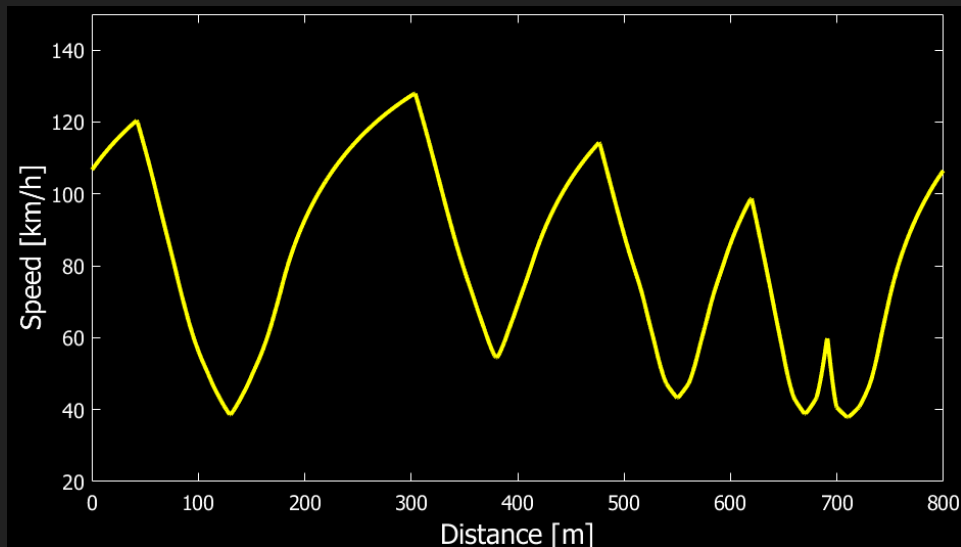
Lever #1 = Minimise **m** (vehicle mass)

Lever #2 = Maximise **F** (tyre force)



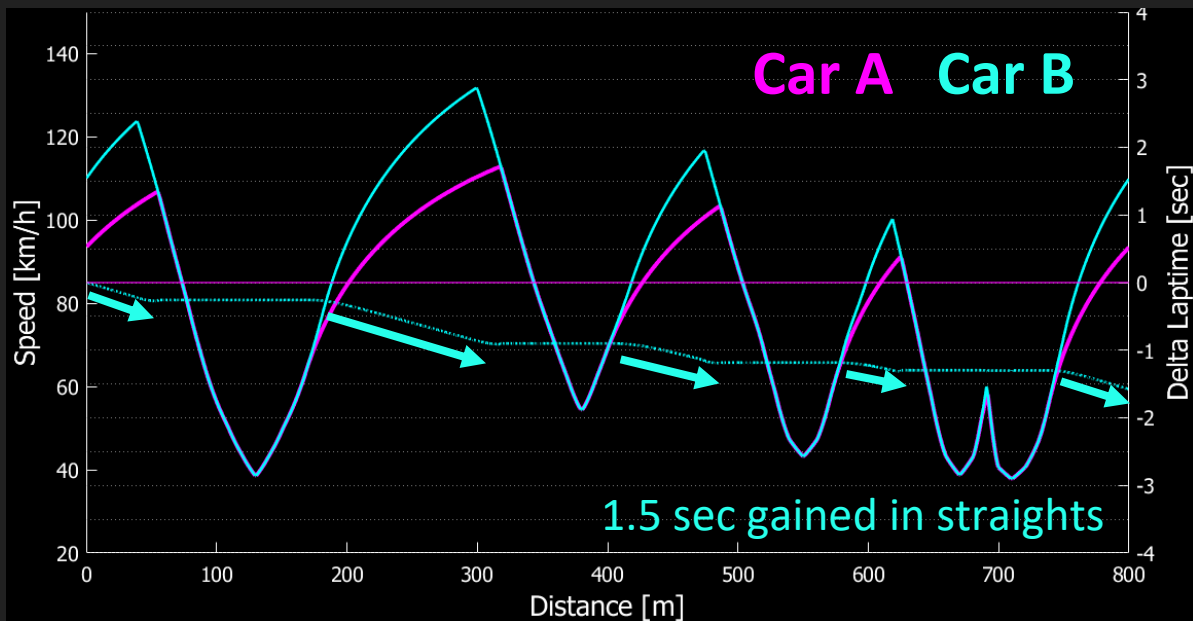
The primary performance metric

Speed Profile



Speed profile tells you
where lap time comes from

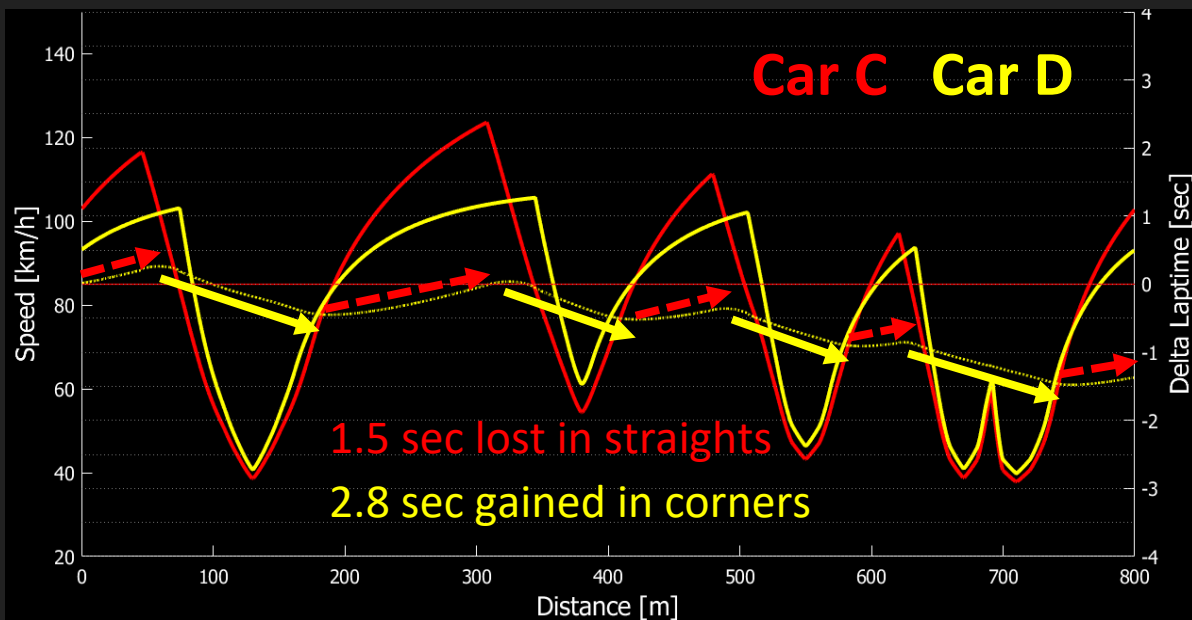
Examples



What's changed from A to B?

+20kW average power

Examples



What's changed from C to D?

Drag

SCx 0.80 → 2.00

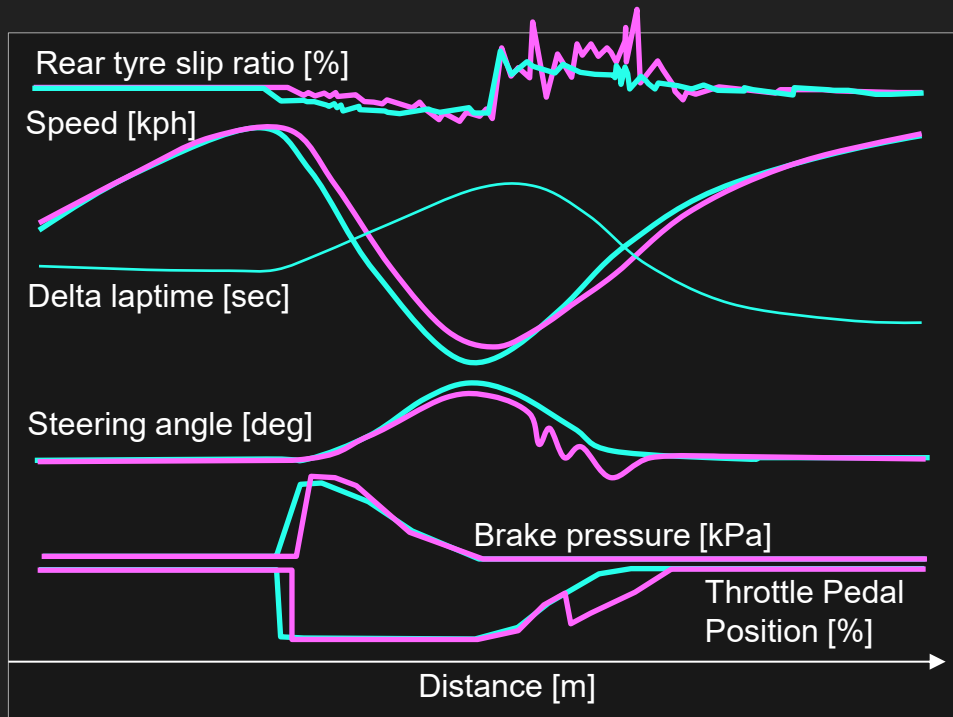
Downforce

SCz -0.50 → +3.50

Car mass

260 → 290kg

Dig deeper with the speed profile



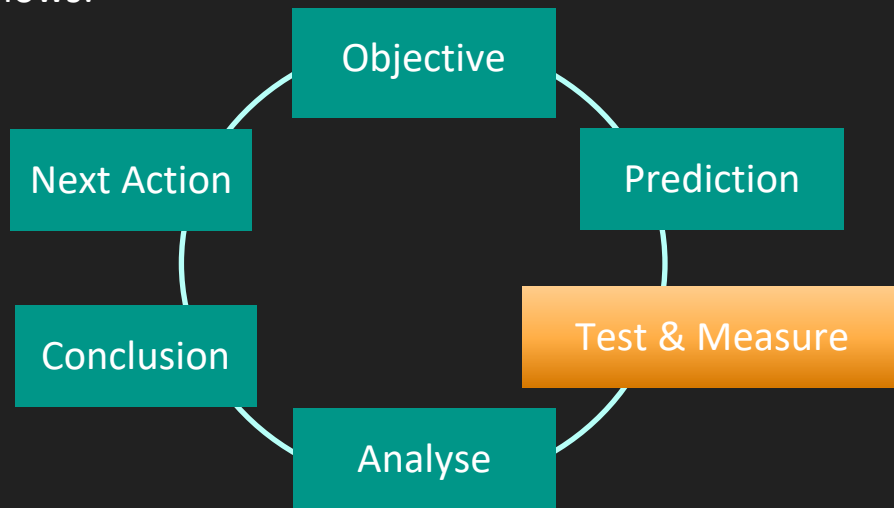
Setup A Setup B

- Setup B gains time into the corner but loses it on exit. Why?
- What additional data do you need?

Questions drive data
Not the other way around

Testing is more than data collection

Good test always follows:



Simulation - Start Simple

- Complexity $\neq$ Accuracy
- Every parameter you add is another parameter you have to validate

→ **Start simple. Grow the model as the problem grows**

The simpler the model, the easier it is to validate and trust

Simulation - Validate against Reality

Compare simulation with reality

Start with speed profile



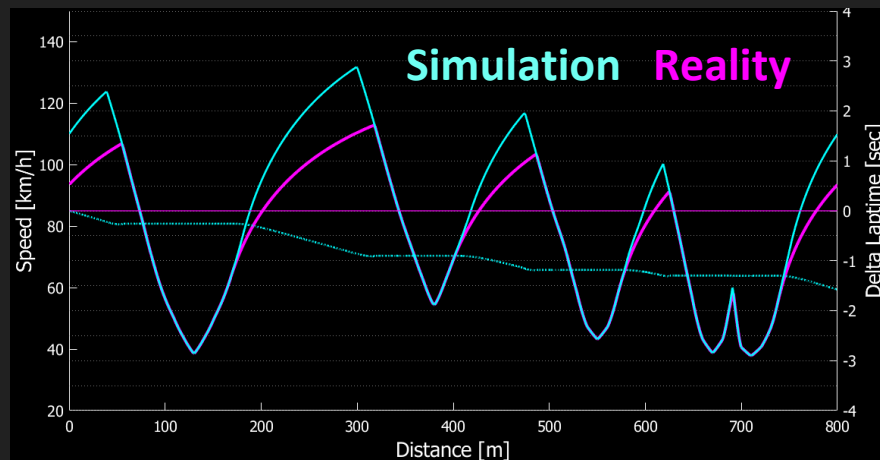
Any mismatch is valuable

Differences reveal:

- Model limitations
- Vehicle issues



Improve the model correlation, or
Improve the vehicle



Speed profile reveals what to investigate
Power? Drag? Drivetrain losses? ...

Three takeaways

1. Start with the objective
2. Use the speed profile as your primary metric
3. Compare, validate, and grow your tools

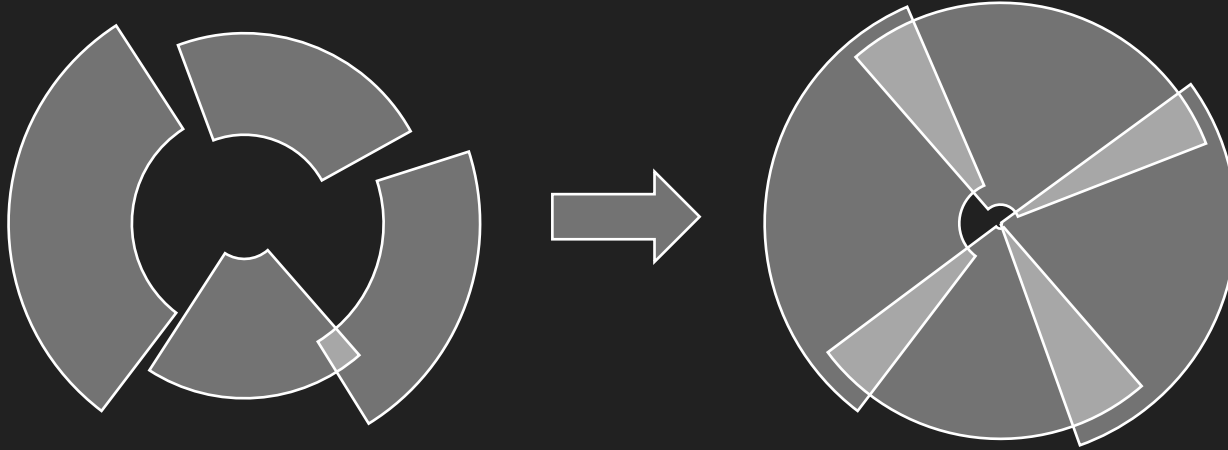
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Q&A

Engineering Design Knowledge Visualization

Baumkuchen Model

Knowledge may support you to enlarge your area



- Center: Fundamental knowledge, Radial direction: Advanced/Application knowledge
- Central angle: Range of knowledge
- Overwraps: Cross Functional Knowledge

Once you watch this review, it is not over.

Learn from anything and make your actions.

Re-check, re-view, repeat.

Before ending,

英語を話す人は日本語を話す人の約12倍！

The Most Spoken Languages in the World



**“We want you to become engineers who
can play an active role not only in Japan
but also all over the world”**

世界の共通言語は英語。技術者の世界でも同じです。

2026

<https://statisticsanddata.org/data/the-most-spoken-languages-2026/>

FSAEJデザイン審査は英語を使う機会です。

同じDBで海外大会に参戦出来ます。

英語が使えることによってより多くの機会がある！

海外大会には多くの経験豊富な審査員がいる！

海外のエキスパートと話せる！

海外大会のHP、セミナー、Youtube等、より多くの情報やグループがある。

Thus, if you can't communicate
in English, the information
and opportunities would be
less than 1/12.

Expand your
potential!



ACKERMANN EFFECTS ON UNDERSTEER/OVERSTEER GRADIENTS

In a 2D vehicle simulation, Ackermann steering implemented as dynamic toe change is simulated for non-linear tire models featuring elastic peak-clip angle, peak-clip angle advance with load, and peak-clip angle reduction with load.

[Read More](#)



EV VS IC RACE CAR ARCHITECTURE

An energy budget is needed to understand endurance. Energy efficiency is an important as much power goes into. Spend energy as efficiently as possible to generate speed.

[Read More](#)



ANALYZING DRIVER DATA

- Comparing Laps
- Scatter Plots
- Comparing Steering In Steering

[Read More](#)



REVERSE ENGINEERING TIRES

Modeling tires and calculating how fast you can go around a corner is a bunch of 5th grade math.

[Read More](#)



DO LIGHTER RACECARS GET MORE POINTS?

Do lighter racecars go faster? Does mass even matter? Should a team target for a low design goal? Low mass is often taken to be a virtue in FSAE. Racecars, and often chosen as a design strategy for improvement in performance. But does low mass really pay off?

[Read More](#)



GUIDE TO 2026 FSAE FRAME RULE CHANGES

- Showing out side view tubes
- Reference point change
- Shuffle column versus tubes
- Camera-mounted one footman to tube

[Read More](#)



THREADED FASTENERS

- Clamp load, bolt stretch, joint stiffness
- Prevent self loosening
- Torquing methods
- Fastener types

[Read More](#)



A RECIPE FOR SUCCESS IN THE COST AND MANUFACTURING EVENT AT FSAE MICHIGAN

The Cost Report is a Bill of Materials detailing the costs to produce the team's prototype vehicle using standardized cost references. The Cost Se marks jobs for each team's strategy: response to an event outside their control.

[Read More](#)



CONCEPTUAL AND OBJECTIVE DESIGN IN FSAE

- How to find the optimum concept for your overall racecar
- How to roll down the concept before putting effort into perfecting the system
- How to get more design points for overall racecar design
- How to create a design process that can be handed down to new racing teams

[Read More](#)



[Read More](#)



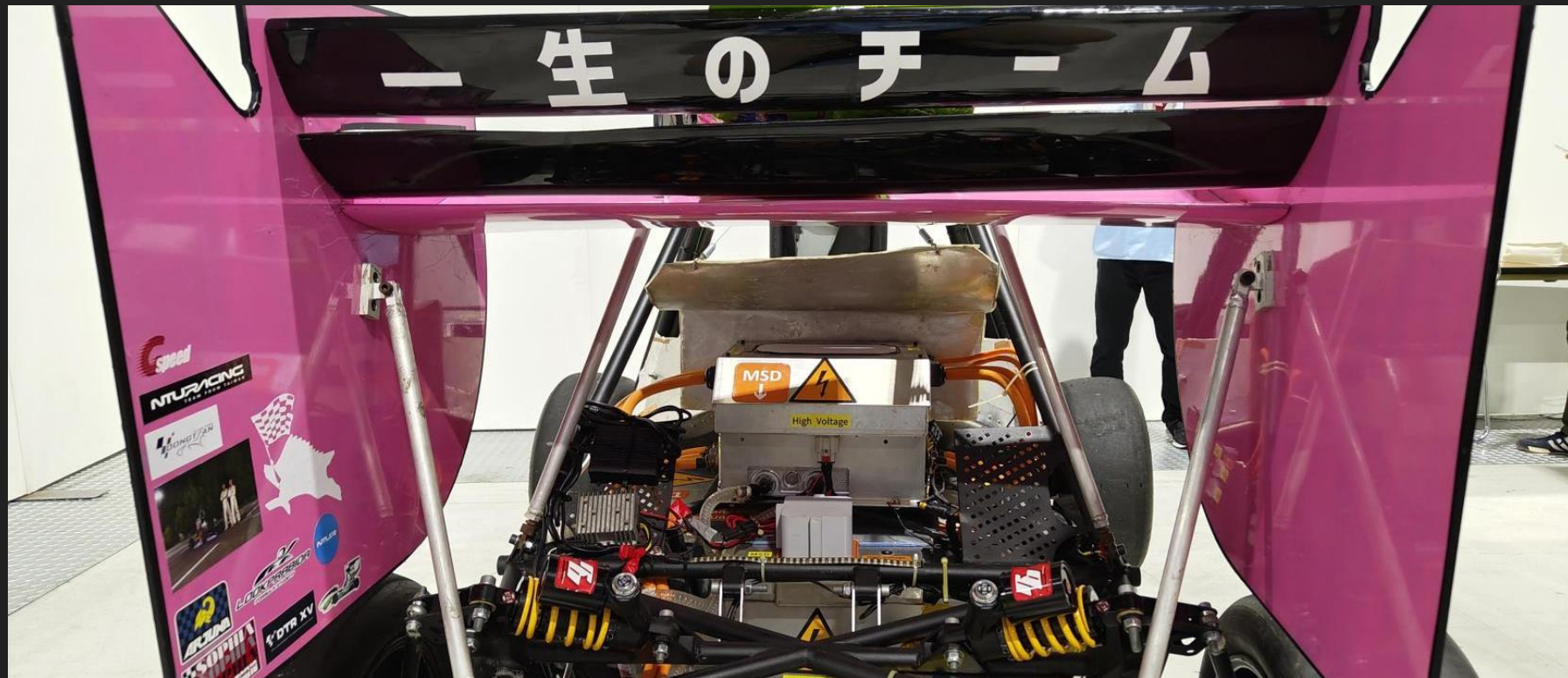
[Read More](#)



[Read More](#)

FSAEJ2027

Your experience in FSAE/FS is your treasure.



#FSAEJ2027

Good luck and do your best toward
FSAEJ2027!

And have FUN!!!!!!

Wishing all the best for your next season.

卒業後はスタ ッ プに!!!!!!