

2000 Formula SAE Rules

The SAE Committees responsible for the 2000 Formula SAE competition are currently reviewing the rules governing the event. We hope post the revised and reformatted rule set on the SAE website within the next several weeks. Beginning this year the rules the SAE Collegiate Design Series competitions will be released only in electronic form.

The following summary of the major rule changes is being provided to advise teams of proposed changes might affect the design and development of their vehicle.

SUMMARY OF RULES CHANGES being considered for the **2000 FORMULA SAE**

The following are the major changes that effect vehicle design that are being proposed to the SAE Collegiate Design Series Competitions Committee for the 2000 Formula SAE competition:

Brake System

- Dual hydraulic system mandatory.

Front Impact Protection

- This is the major change. It clarifies and strengthens the intent of the existing rule.
 - The major structure of the chassis must extend forward to a bulkhead which shall be in front of the driver's feet.
 - This bulkhead defines the rearward plane of the crush zone, has structural requirements and a minimum height.
 - All non-crushable items, e.g. batteries and master cylinders, shall be BEHIND this bulkhead (to prevent them being driven backwards into the driver's feet in the event of a severe frontal impact).
 - There shall be a crush zone (150 mm minimum length) in front of this bulkhead.

Frame & Roll Cage Tubing

- If you are using alloy tubing, don't remove the ink markings designating that it is alloy. Cover them up before paint so Tech Inspection can see them.

Fire Extinguishers

- On-board systems "are encouraged", but the cost of the system will not need to be included in the Cost Report.

Noise Test

- A change to a static test.

Exhaust Outlet

- Limits on how far rearwards and upwards the exhaust outlet(s) can be located.

School Name

- The school's name or initials shall be on the car - location TBD.

Cost Event

- Major redo to these rules. The emphasis will move away from "the lowest cost car" to "the best accurate estimate of the manufacturing cost of the car in limited production using lean manufacturing processes." Out of 100 points, up to 40 will be awarded for an Engineering Bill of Material and the manufacturing process breakdown. Only 15 (maximum) will be available for the projected cost of the car when manufactured in quantities of 1000 per year, i.e. "lowest cost car".

MJR, 10-13-99

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