



Effi-Que

>>> A 4W - Electric Vehicle <<<

Future Mobility

RULE BOOK

4W Effi-Que Format (Segment-2)

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Please Recycle

SAE NIS EFFI-CYCLE 2025

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1 Overview

1.1 Introduction

Effi-Cycle is an intercollegiate design competition which is intended to engage engineering students in developing the eco-friendly future mobility solutions for India. The event gives participant a challenge of conceptualizing, designing and fabricating a 4-wheeled, single seater vehicle. The competition calls participation of undergraduate and graduate engineering students from the institutes and universities across the country. The students participate in competition in form of a team guided by the faculty advisor recognized by the institute or university. Teams are expected to apply engineering concepts in developing the vehicles suitable for the needs of a real-world user.

1.2 Purpose

Teams are given a challenge to design a vehicle which can be utilized in real world applications including day-to-day personal mobility as well as commercial requirements of passenger transportation and goods transportation. The vehicle designed for this purpose must be aerodynamic, highly engineered, safe and ergonomic.

Teams can consider themselves working for a fictitious firm manufacturing the vehicles (Effi-Que) at mass production level. Hence the design should be commercially viable as a market product and should be attractive to the consumers because of its visual appearance, performance, reliability and ease of operation.

1.3 Competition Summary-

The Competition includes designing, fabricating and validating the vehicle developed by them according to this rulebook. The vehicle would be evaluated for its design, performance, safety, durability, practical usage and commercial viability. All participating teams compete against each other where the cumulative scores of all the events would decide the overall ranking of the teams. Also, the best performances of each category of evaluations are awarded. The competition will have following Formats:

- (i) Advanced Hybrid Efficycle**
- (ii) Effi-Que**
- (iii) Effi-Que ADAS**

1.4 Vehicle Design, Analysis, and Construction

The research, analysis design, fabrication and validation of the vehicle must be performed solely by a team constituting current SAE INDIA student members of that college/university. Internal or External fabrication assistance is allowed only for those things which require specialized operations. Use of sound engineering practices is expected in design and manufacturing of the vehicle.

2 SAE NIS Effi-Cycle Rules and Organizing Authority

2.1 Authority of the Rules

The SAE NIS Effi-Cycle Rules are the responsibility of the Effi-Cycle Technical Committee and are issued under the authority of SAE NIS. Official announcements from the Effi-Cycle Technical Committee shall be considered part of rules and shall have the same validity as rulebook even if these were not initially included in the rulebook but communicated separately. Ambiguities or questions concerning the meaning or intent of these rules will be resolved by the Effi-Cycle Technical Committee only.

2.2 Rules Validity

The SAE NIS Effi-Cycle Rules posted on the event website and dated for the calendar year **2025** of the competition are the rules in effect for the competition.

2.3 New Rule for Effi-Que 2025 Competition!!

4-wheeled Effi-Que competition is intended to design and fabricate the eco-friendly vehicles which are suitable to current market needs. With this objective, some new design requirements, features and technologies are being introduced in advance format. Teams must try to build their vehicle keeping the purpose of competition in mind. The evaluation procedures are also designed in accordance with the competition requirement.

There are various major and minor changes in the rules in this season. Many new rules are also introduced. Hence it is recommended to go through the rulebook completely before starting design and project planning.

Requirement for Effi-Que variant are specified under this rulebook document. To a large extent, rules are common from 3-wheel Advanced Effi-Cycle format.

DO NOT ATTEMPT to design your vehicle as per the rules of any previous season.

2.4 Rules Compliance

By entering SAE NIS Effi-Cycle competition, the team, members of the teams as individuals, faculty advisors and other associated personnel agree to comply with and be bound by these rules, all the rule interpretations or procedures issued or announced by SAE NIS, Effi-Cycle Organizing Committee and Effi-Cycle Technical Committee. All team members, faculty advisors and other associated representatives are required to cooperate with and follow all instructions from competition organizers, officials and judges.

2.5 Understanding the Rules

Teams are themselves responsible for reading, interpretation and understanding the rules of the competition. To seek the clarifications regarding the rules, teams should contact Effi-Cycle Technical Committee at Effi-Cycle.technical@saenis.org. Teams must keep the records of all such email communications ready for reference of judges/inspectors during the event.

2.6 Participating in the Competition

Teams, their members as individuals, faculty advisors and other representatives of a registered college 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 from the site at the conclusion of the competition or earlier by withdrawing. Hence all such individuals will be bound by the event rules effective for the current season.

2.7 Violations on Intent & Misinterpretation

The violation on 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 Effi-Cycle Technical Committee. **If the team wants to use some particular parts/methods/procedures which are not included in the rulebook directly or indirectly, teams must get a clarification from Effi-Cycle Technical Committee. Special permissions (through emails only) may be given in some cases upon the discretion of the committee. Without the permission of committee, teams are not permitted to use such parts/methods/procedures etc. and the usage shall be considered as violation of rules.**

2.8 Official Communication

All teams must pay attention to the official announcement made by Efficycle Organizers. All official announcements will be posted on website <http://effi.saenis.org> and/or at official Facebook Group www.facebook.com/groups/EfficycleSAENIS. And/or at official Instagram Page www.instagram.com/sae_nis_efficycle. Event organizers or Effi- Cycle Technical Committee may directly communicate to teams/captains/faculty advisors to provide any additional information.

Following are the official email IDs for the communication with competition organizers:

1. Effi-Cycle.technical@saenis.org: for technical queries, rules clarifications, event procedures etc.
2. Effi-Cycle.teams@saenis.org: for general queries regarding team registrations, fees submission etc.

Communication with any individual event organizers through email, phone calls or social media will not be considered as official communication and will not hold any validity for competition purpose.

2.9 Right to Impound

Effi-Cycle Technical Committee reserves the right to impound any on-site registered vehicle at any time during the competition for inspection and examination by the organizers, officials and technical inspectors.

2.10 General Authority

SAE-NIS and the competition organizers reserve the right to revise the schedule of the 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 and smooth operation of the event.

3 Eligibility

3.1 Eligibility Limits for Teams

Eligibility is limited to undergraduate and graduate engineering students to ensure that, this is an engineering competition rather than a race.

3.1.1 Student Status

Team members must be enrolled as degree seeking undergraduate or graduate students in same campus of a college, institute or university situated in India. Team members who have graduated during the seven (7) month period prior to the last date of competition remain eligible to participate.

3.1.2 Team Size

A group of minimum 7 to maximum 15 student members can register as a team. The team may contain students from any engineering discipline.

3.1.3 SAE Membership

Team members, faculty advisor and other representative must be member of SAE INDIA at the time of competition.

3.1.4 Age

Team members must be at least eighteen (18) years of age at the time of event.

3.1.5 Driver's License

Team members (at least 2) who will drive the vehicle at any time during the competition must hold a valid, government issued 4W driver's license. Learning license is not accepted.

3.1.6 Liability Waiver

All on-site participants, including students, faculty advisors and all other representatives of team are required to sign a liability waiver upon registering on-site.

3.1.7 Medical Insurance

Individual medical/health insurance coverage is required for at least 2 team members designated for driving the vehicle during competition and it is the sole responsibility of the participants. No medical insurance will be provided by Effi-Cycle Organizers or by SAE NIS. No claim by participants will be entertained in this regard at any stage of the event.

3.2 Faculty Advisor

3.2.1 Status

Each team is supposed to have a Faculty Advisor appointed by the college/university. The Faculty Advisor is required to accompany the team to the competition and will be considered by competition officials as the official college/university representative. Faculty Advisor must have a valid SAE India membership.

3.2.2 Responsibilities

Faculty Advisors may advise their teams on general engineering and engineering project management theory and act as guide of team. The faculty advisors are allowed to attend static & dynamic events along with their team at event site but will not be allowed to provide answers or justifications for any question on behalf of team.

3.2.3 Limitations

Faculty Advisors should not design any part of the vehicle nor directly participate in the development of any documentation or presentation. Additionally, Faculty Advisors may not fabricate nor assemble any components, nor assist directly in the preparation, maintenance or operation of the vehicle. But they can support their team for proper upkeep of vehicle in case of any breakdown.

Faculty advisors are restricted to answer on behalf of teams during technical inspection and static events until asked by judges. They are supposed to encourage teams to explain the answers by themselves. He/she can also not perform in the dynamic event on behalf of the team members. It is also recommended that all documentation of team should be verified by the Faculty Advisor.

3.3 Registration Procedure:

3.3.1 Team Registration for Participation in competition

Team registration will be through online portal after the announcement of event.

3.3.2 Event Site Registration

The teams shall mark their presence at final event by registering at event site on the Day-0of competition.

3.3.3 Change in Team- **REVISED**

Changes in team details and event category can be performed through team's account in registration portal. These changes will be allowed from the date of team registration till **30th October 2025**. Any such changes must be informed to organizing committee by writing email to Effi-Cycle.teams@saenis.org. The copy of final registration form should be submitted to Effi-Cycle.teams@saenis.org after approval from institute authorities (HOD/Dean/Director).

Any changes in the team will not be allowed after the above mentioned deadline. However, any critical issues related to team structure, captain or faculty advisor at any stage of the event may be brought notice to Effi-Cycle Organizing Committee at Effi-Cycle.teams@saenis.org with prior approval from institute authorities.

3.3.1.1 After the above deadline for Team change for competition year, if there is any requirement of changes in team, first a written permission must be taken from Head of Department/Dean/Director of the institute on college letter head and should be sent to Organizing Committee.

3.3.1.2 These issues will be reviewed by the Organizing Committee for further decisions. **Please note that this letter is required to only put up the issue in consideration of organizing committee and Efficycle Organizing Committee reserves its right to disregard such requests.**

3.4 Vehicle Shipping

The teams must ensure that their shipping agency or freight forwarder or commercial carrier complies with all the rules laid down by the government for inter-state transportation. The vehicle shipping may be a complex and lengthy process. It is the responsibility of teams to ship the vehicle on proper time so that it reaches the event-site before start of event. The participating team itself must be listed as receiving party of consignment. Neither event organizers/SAE NIS nor the host institute can be listed as receiving party.

Teams must keep proper care during transport to avoid any damage to the vehicle. A proper care must be taken while selecting the mode of shipping (train/truck etc.)

3.5 Maximum Entries per college

Multiple teams from any college/university may register for the event. Multiple teams cannot have any team member or faculty advisors in common.

An institute can participate with multiple teams for **any segment** but one team can participate with any **one segment**.

3.6 Eligibility for Participation in Main Event

The performance of all teams will be monitored throughout the season. This monitoring will be done by several means such as reports submission, direct discussion with the team members or faculty advisors, college level visits and inspections. If any team is found not meeting the project activity timelines, it may be barred from main event as per rule 7.4.

4 Vehicle Eligibility

4.1 Student Developed Vehicle

Vehicles entered into competitions must be conceived, designed, fabricated and maintained by the student team members without direct involvement of professionals, automotive engineers, racers, professional fabricators, technicians, machinists or related professionals.

4.2 Second Year Vehicles – **Applicable for this Season**

Vehicles, which have participated in SAENIS Effi-Cycle 2024 competition first time, are eligible to participate in the event. However, the vehicle will be subjected to technical inspection during the competition as per 2025 rules. Necessary changes asked by 2025 rules must be carried out to comply with the current rulebook requirements.

It is expected from the teams, opting for second year vehicle, to carry out significant improvements in the vehicle quality and engineering. These vehicles may be subjected to strict inspection and static & dynamic evaluations.

Teams, willing to use the second-year vehicles, must write to Effi-Cycle Technical Committee latest by 25th September 2025.

4.3 Information Sources

The student team may use any literature or references related to vehicle design and information from professionals or from academics as long as the information is given as a part of discussion of available alternatives with their pros and cons.

4.4 Professional Assistance- **Prohibited**

Professionals should not make design decisions, drawings or fabricate the vehicle. Those vehicles found to be professionally made will be disqualified from the competition and that college/university will suffer a ban of next 1 more year from participating in the event.

4.5 Kit Vehicles- **Prohibited**

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

4.6 Student Fabrication

Effi-Cycle is intent of the SAE Collegiate Design Series competitions to provide direct hands-on experience to the students. Therefore, students should themselves perform all fabrication tasks whenever possible.

4.7 Proof of In-house Vehicle Fabrication

Proof of fabrication of the vehicle in college facility will be required in form of photos, videos taken during each stage of fabrication of vehicle (e.g. prototyping, fabrication of components, frame, seats and assembly etc). It is solely the team's responsibility to produce all such document when asked by the event organizers.

Permission of College to use workshop facility for fabrication purpose is also required.

This permission letter should be submitted as part of document package.

4.8 Limitation on Fabrication at External Facilities

Only those components, which require special tools/machinery for the fabrication, can be allowed for fabrication from external facility. Bills, Invoices, Machinery Rent Receipt along with College/Faculty Advisors Permission will be required as a proof of such works.

SECTION B - VEHICLE REQUIREMENTS

5.1 Vehicle Configuration

The vehicle must have 4 wheels. The vehicle must be capable of carrying 1 Rider, of at least of 1905 mm (6'3") height and weighing 95 kg & payload of 20kg.

Vehicle should have fully enclosed body structure with doors and having Steering control through Steering wheel with foot operated acceleration pedal and brakes.

5.1.1 Vehicle Dimension *REVISED*

Vehicle width should be within 1200 mm (47.244 inches) covering all its rigid or movable projected parts. Length of the vehicle is not restricted but it is recommended to be within 2200mm (86.614 inches). Height of the vehicle should be minimum 1400 mm (55.118 inches) from the ground in unlading condition.

5.2 Vehicle Weight

Teams are encouraged to follow light weight components and materials in the vehicle. Maximum recommended Effi-Que Kerb Weight is 170Kg. The teams having vehicle weight within 150Kg will be considered for Light Weight Score.

5.3 Vehicle Frame

5.3.1 Frame Design - *REVISED*

The Effi-Que frame is the basic structure on which other subsystems are mounted. Frame should be rigid, protective and ergonomically designed. Any type of holes, cracks dents etc. in frame members are forbidden. Any unusual changes over the frame which affects the safety will not be allowed (eg. Any groves on the frame, filling the holes with M-seal).

5.3.2 Protection Offered by Frame

The frame must protect the driver in case of collisions and breakdowns and must prevent the entry of debris/foreign particles during running conditions. **Protection for the impact from front, sides, rear and rollover are mandatory.** Severe track conditions must be taken into account while designing the frame.

General rules:

- Teams are encouraged to use Light materials and look for substitutes of Standard Profiles for better engineering learnings.
- All the members must be properly welded, and joints must be free of any post work such as grinding or polishing.
- Teams are allowed to join two different members Head-on-Head but only by using Rosette Sleeve Technique.
- Teams are restricted from drilling new holes in Primary Member for any type of mountings and all these members must be Singular Tubes (or any Profile), i.e., no subordinate mounting on the go.
- For better strength in any bend, teams are advised to keep Bend Radius as $1.75 \times 2R$ or Greater where R is the Radius of Circular tube. (For other profiles, keep the same consecutive ratio) however no less than $1.5 \times 2R$ is allowed.
- Teams are required to present destructive weld samples for Weld Strength and Penetration Test.
- Any material used in Roll Cage must be supported by a proper Lab Test Report.
- Teams can use composite materials if they are joined using sound engineering Practices.

5.3.2.1 Overhead protection -

The overhead protection members (OHPM) must be provided to protect the driver in case of roll over. A minimum 6-inches clearance should be provided between OHPM and driver head (with helmet). This clearance should be maintained between line (1) and line (2) as shown in figure 1 below. **This clearance should be available in full range of seat's longitudinal and reclining adjustments.**

The outer OHPM must have at least 36 inch (914.4mm) internal clearance when measured horizontally in lateral direction. Additional overhead members may be provided in between the outer OHPMs. OHPMs may also be made converging towards front for better aerodynamic construction provided that driver body parts are always within the periphery made by these frame members.

[Illustration:

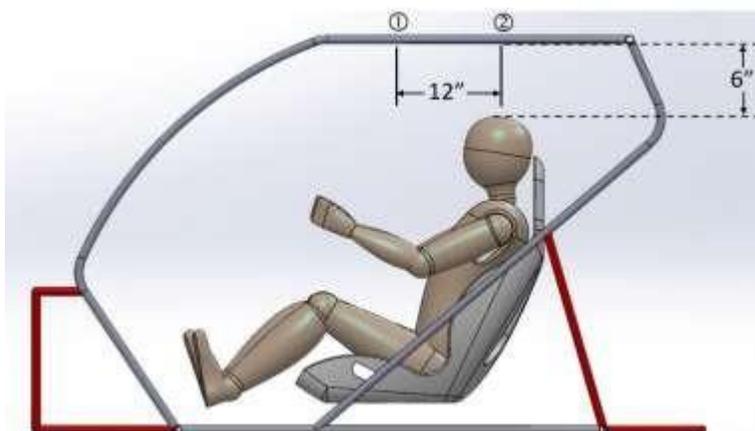


Figure 1

In above figure 1, 2 vertical solid black lines are shown. Dark black Line ② shows the center of driver's head in a normal driving condition. Solid Line ① represents the 12-inch distance from line, A minimum of 6-inch clearance should be provided between the two dotted lines.]

5.3.2.2 LCM (Lateral Cross Member) - **REVISED**

At least two (2) Lateral Cross Members (LCMs) are required in overhead frame. First LCM should connect the outer OHPMs at the topmost point of their bend portion behind the driver's head. Second LCM should be provided at the one of the following locations:

- a) 24 inch (609.6 mm) forward to rear LCM
- b) Within 2 inches (50.8 mm) before the front bend of OHPMs;

5.3.2.3 DBM (Diagonal Bracing Member)

At least one Diagonal Bracing Member (DBM) should be given in overhead frame between the outermost OHPMs. The diagonal bracing can be joined within 4 inch (101.6 mm) from corner joints of OHPM and LCM.

If DBM is not provided in between OHPM and LCM, a gusset plate or a gusset tube must be provided on at least 2 diagonal joints. Length of gusset plate/tube should be at least 3 times the diameter of OHPM tube. Thickness of a gusset plate should be at least 5mm and it must be welded on the upper side of OHPM tubes. If a gusset tube is provided, it should be same as OHPM tube and should be welded in between OHPM and LCM tubes.

5.3.2.4 SPM (Side Protection Member)

The SPM shall be extended to the outer periphery of the roll cage. This extension is critical for two primary functions:

Driver protection: It must prevent the driver's torso from exposure to debris.

Structural support: It must act as a support member for the doors in the event of a side impact

5.3.2.5 USM (Under Seat Member)

The USM must be positioned in such a way to prevent the driver from passing through the floorboard (Rule No. 5.3.2.11) in the event of seat failure. The USM may also serve as the mounting location for the seat. It can be made of Secondary Member provided that one or more mounting of Seat is on Primary Member also.

5.3.2.6 LFS (Lower Frame Side Members)

Two Member (one on each side) shall run from rear end of the roll cage up to FBM and must be used for Either Direct or Indirect mounting of Front Wheels.

5.3.2.7 FBM (Front Bracing Members)

This shall be rigidly mounted Frame member that prevents driver from injury during any frontal impact and even in the event of Roll Over. Also, this shall be a mounting plane for Front Fairing. An LCM shall be present at the Termination of FBM and LFS which can be used for mounting of Tow Point.

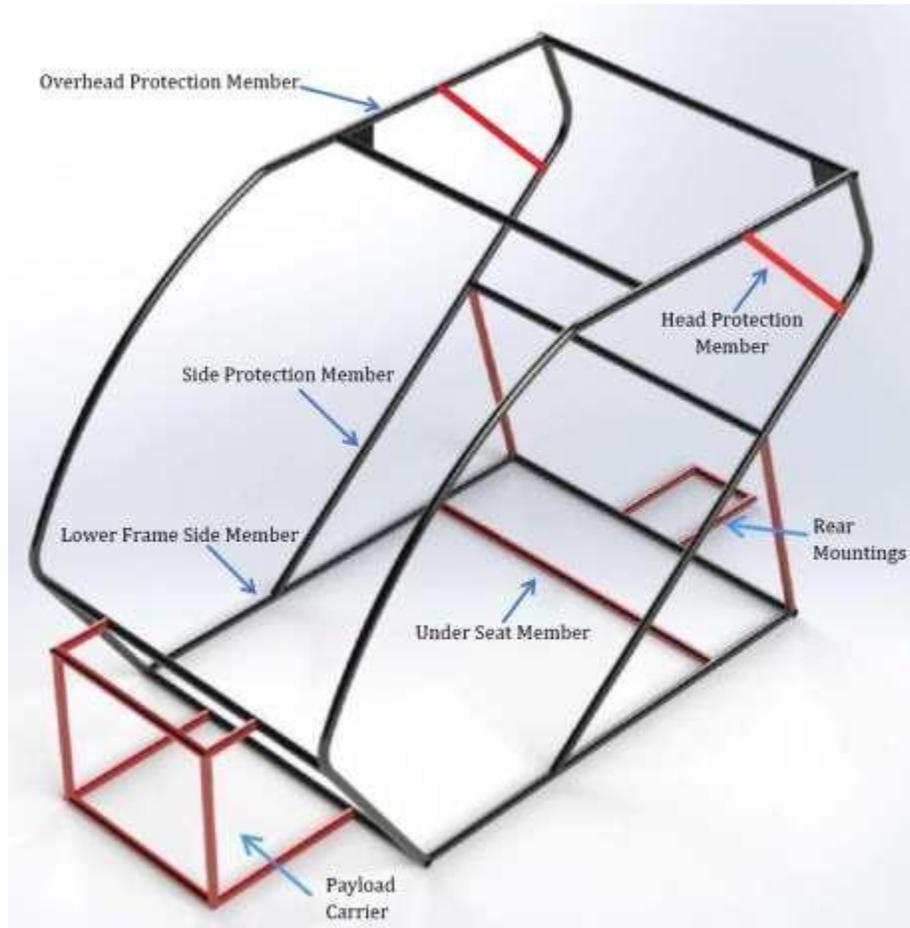


Figure 2

NOTE: These are Reference Images only for understanding the Concept.
 Effi-Que shall be a Single Seater Vehicle.

5.3.2.8 Rain Protection & Body Enclosures

Protection of driver from rain should be ensured by putting the full body enclosures. This means that the driver seating area should be covered from top, sides, front and rear. Any flexible, light weight but durable material can be used for this purpose. If required for better aesthetics, teams may use light weight sheet metals or sheets of plastic materials. The material should have a minimum thickness of 1.5 mm.

Body enclosures should be provided such that frame members should not be visible from outside. Sufficient area may be kept permanently open for easy entry and exit of driver on both sides. Body enclosures should not be transparent and must mandatorily include doors on both sides and wind shield in the front (transparent). The inclusion of back door is optional.

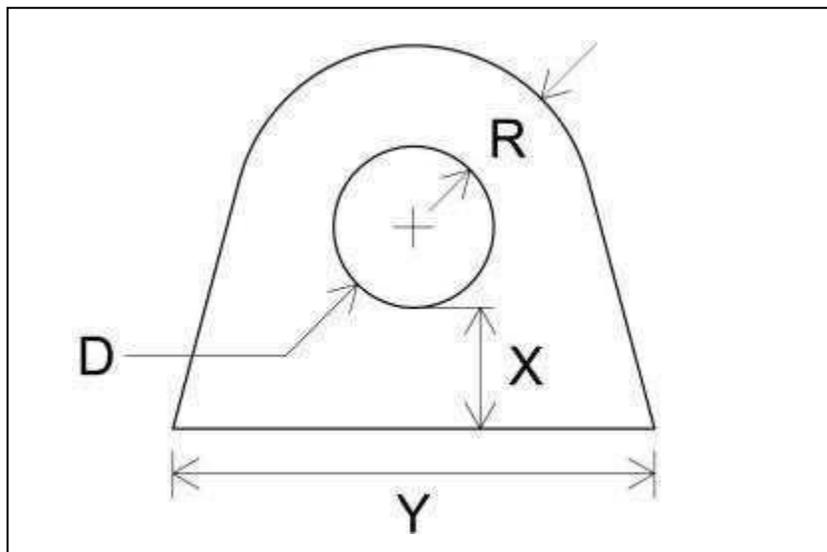
All 4 wheels should be either accommodated within the frame members or the wheel covers may be provided. [Wheel Size- Recommended Wheel size is R12 Wheel (145/70 R12 use anytype – Alloy/Spokes Rim)]

For Electric Powertrain Parts: Battery, BMS and motor should be provided with rain protection to avoid entry of rain shower and splash from water on road surface. IP65 protection must be provided.

5.3.2.9 Towing Point- REVISED

A towing plate should be provided at the rear portion of vehicle for attaching a payload with the vehicle with the help of rope/cables/metal bars etc. The specifications of the towing plate are given below:

Parameter	Symbol	Specification
Material	-	Steel
Mounting Method	-	Welded to Frame
Tab Thickness	-	Min: 8 mm (0.31 in.) Max: 9.5mm (0.375 in.)
Hole Diameter	D	Min: 25.4 mm (1.0 in.) Max: 31.75 mm (1.25 in.)
Hole-to-Tube Offset	X	Min: 19.0 mm (0.75 in.) Max: 25.4 mm (1.0 in.)
Edge Distance	R	Min: 15.9 mm (0.625 in.) Max: 25.4 mm (1.0 in.)
Width at Frame Connection	Y	Min: 76.2 mm (3.0 in.) Max: Unrestricted



5.3.2.10 Jack Point:

Provide 4 jack points for lifting the vehicle, Teams have to put the Identification marking in yellow colour.

- Front side 2-jack points & Rear side 2- jack points

5.3.2.11 Rider Compartment Floor

Floor should be provided in rider compartment so that riders do not touch the ground and they are protected from debris particles and water splash from underneath. Floor material must be metal, fiberglass, plastic, or similar material. Floor should withstand the load of the driver at all conditions. Structural members should be provided underneath at suitable locations to support the floor.

5.4 Frame Material & Cross-Section Requirements

The frame may be built up with materials or combination of materials mentioned under this rule. Use of multiple shapes, cross-sections sizes and material is allowed. Teams should work out upon the material availability, weld-ability, weight reduction, structural strength etc. For all materials used in building the frame, following criteria must be fulfilled:

“The bending strength & bending stiffness of the cross section used in frame must be equal or more than bending strength & bending stiffness when a circular cross section of 1 inch (or 25.4mm) outer diameter and 0.078-inch (2 mm) wall thickness with carbon percentage 0.18% is used.”

However, in any case the wall thickness below 1.5mm cannot be used even if the above criterion is satisfied. The strength of joints can be taken same as parent material.

Note:

The bending stiffness and bending strength must be calculated about a neutral axis that gives the minimum values.

Bending stiffness is considered to be proportional to the product EI where:

E = Modulus of elasticity (205 GPa for steels)

I = Second moment of area for the structural cross section

Bending strength is given by: $M = (S_y * I) / C$

Where:

S_y = Yield strength (365 MPa for 1018 steel)

C = Distance from neutral axis to extreme fiber

[Illustration:

A combination “X” of reference material & cross-section is defined in the rule having circular cross section of outer diameter = 1inch (25.4mm) and wall thickness= 0.078 inch (2mm) with carbon percentage = 0.18%.

The teams should calculate the following

Bending Strength of X = $(S_y * I) / C$ [for example, AISI 1018 with C%= 0.18% may betaken which is having the yield strength $S_y = 365\text{Mpa}$]

Bending Stiffness of X $\propto E.I$

Now if the team is using a combination “Y” of any different material or different cross-section, then the Bending Strength & Bending Stiffness of Y must be calculated with similar procedure and compare such that:

Bending Strength of Y \geq Bending Strength of X

Bending Stiffness of Y $>$ Bending Stiffness of X]

5.4.1 Steel or Steel Alloys

All steel/steel alloy frame members of frame must be joined over complete run of joint using good welding practices. Joining of any two or more steel/steel alloy members together in frame with bolted application/fasteners is not allowed.

5.4.2 Using Other Metals or Composites Material

The complete frame of the partial frame may also be constructed with-

- 5.4.2.1 Metals other than steel or its alloys.
- 5.4.2.2 Composite materials
- 5.4.2.3 Combination of both (including partial usage of above with steel frame)

A bolted joint is allowed with 2 or more non-steel/alloy members or non-steel/alloy to steel/alloy members.

5.4.3 Material Testing Report - **REVISED**

A material testing report must have materials' Yield strength and Ultimate Tensile Strength (in MPa) for all materials used in vehicle frame. The material testing report should be prepared in the format released by organizers. Material testing may be performed in external test facility or institute's own facility. The certificate provided by material dealers will not be accepted.

Note: Chemical testing is mandatory for the carbon percentage. If the testing is done in-house, the team should get HOD's sign over the testing documents. If team goes for the external testing, then NABL certification is mandatory.

5.5 Driver Seats

5.5.1 Seat Requirements

The seat shall be fastened to the frame using mounting tabs and bolting applications. Seats directly bolted to frame members are **Prohibited**. Cushioning or padding attached directly to the frame will not be accepted as a seat. Minimum 4 mountings at the seat bottom part are compulsory.

5.5.2 Thigh & Torso Supports

The seat must support the thigh and the entire torso (full width) of the driver. Torso support must end at maximum 2 inch (50.8mm) below the driver shoulder and it must be able to provide the support to driver torso in all static and dynamic conditions.

Refer below examples for allowed and prohibited types of seats.



Figure -3

5.5.3 Seating Configurations

Single seat must be placed at the center of the cabin.

5.5.4 Adjustments in Seat and Seatback

Longitudinal adjustment in the seats is allowed to accommodate driver of different heights. The adjustment system should have a proper locking mechanism such that it remains intact in the position of use.

Seatback may also be provided with the reclining adjustment such that it can be adjusted at different angles. Length of Overhead protection members will be checked at foremost positions of seat and seatback.

5.5.5 Seat Height (d)

Maximum height (d) of the top surface of seat cushion (measured at Point 'A' on seat cushion which is located 4 inches (101.6mm) forward to the point of intersection of seat cushion and seatback) cannot be more than 20 inches (508 mm) from ground for driver seat. The measurement will be taken without driver and payload while the seat cushion is not compressed.

5.5.6 Sitting Space Height for Driver (hs)

Sitting space for driver is vertical space available between seat cushion top surface and the bottom edge of overhead protection members. This will be measured in vertical direction from Point 'A' to the point 'B' (where Point 'B' is the vertical projection of Point 'A' on the bottom edge of the overhead protection member when viewed from side).

The sitting space height is not restricted. However, sufficient head clearance should be provided.

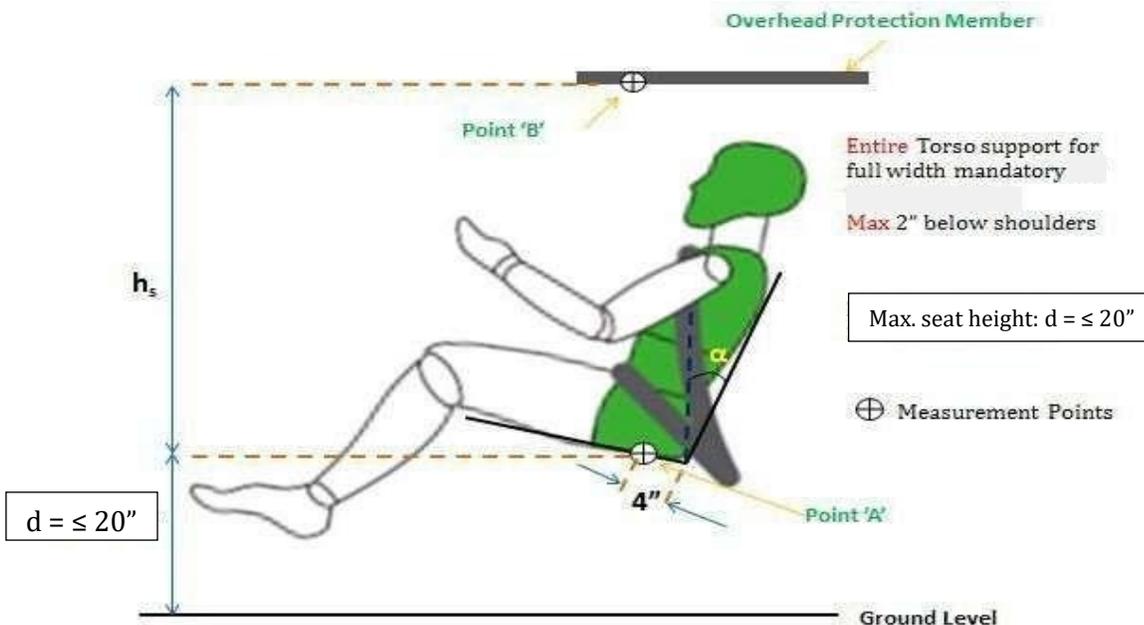


Figure-4

5.5.7 Seatback Support Member

The purpose of providing a seatback support member is to have a rigid support to seatback and to restrict its movement in case of failure of seatback adjustment or locking system. It should be placed close to the seatback such that minimal gap exists in between.

If recliner seats are used, the seatback support member will be placed at the maximum possible rearward inclination of the seatback. A cross-section of sufficient strength can be used for this member and it should be welded to frame in form of linear member in transverse of vertical directions, curved member or loop etc.

5.6 Driver Restraints

5.6.1 Seat Belt Requirements

Use of 3-point seat belts with retractor is mandatory for the driver. Use of OEM seat belts with standard buckle and mountings is recommended. Normal shoulder straps, side release buckle straps, belts with metal cam lock buckles etc. cannot be considered as seat belts. (Refer below figures).

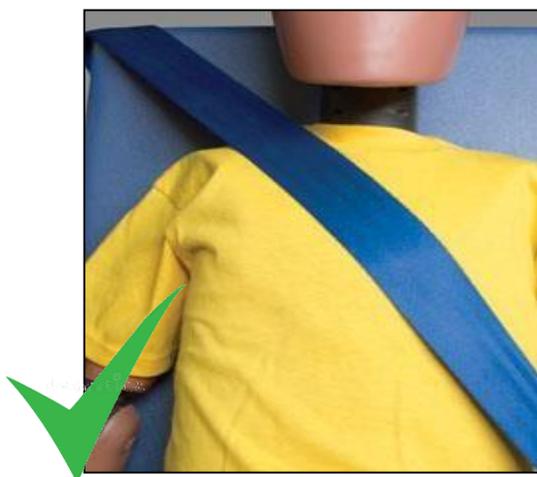


Figure-5(a)



Figure-5(b)



Figure-6

5.6.2 Seat Belt Mounting

Shoulder belt must be mounted behind the shoulder and minimum 4 inches (101.6mm) above the shoulder level of the driver. The lateral distance of seat belt mounting from the longitudinal center plane of seat must be minimum 8 inches (203.2mm) at the height of 4 inches (101.6mm) above the shoulder level.

Shoulder belts must come across the outboard shoulder of driver and should be buckled to the lap inboard. Seat Belt movement should not be hindered by the frame members.

Standard mountings provided with the seatbelts should be used. Belts with holes, tampered webbing or tampered stitching shall not be accepted. All seat belts should be mounted with bolting on tabs fixed on frame.

5.6.3 Head Restraint

Head Restraints may be provided (not mandatory) as a separate attachment to vehicle body/frame/seat or as an integral part of seat itself (i.e., by extending the height of seatback support member).

5.6.4 Secondary members

All the Members provided for Additional Safety or Mountings and can be made with alternative materials for Weight Optimization provided that must not fail any Safety Test.

1. Payload Carrier: A secondary member may be provided to firmly hold the space for payload.
2. Front and Rear Crash Guard: A protection may be given in order to prevent vehicles during any crash.

5.7 Clearances

5.7.1 Body Clearances

Driver body should have a clearance (gap of minimum 3 inches (76.2mm) with any component of the vehicle, in static and dynamic conditions. Hands, torso, thighs etc. & body parts that make contact with the vehicle in normal seating position are excluded from rule.

5.7.2 Ground Clearance

All rigid parts of the vehicle (Both Rotating and Non-Rotating must have minimum 150mm & maximum 220 mm clearance from the ground when measured with the driver in normal riding conditions. The measurement of ground clearance will be done at the lowest rigid parts of vehicle which cannot change their position at the time of impact either without resulting in permanent failure in the subsystems or without increasing the risk of injuries to driver and bystanders. Wheel assemblies are exempted from this rule. Wheel assembly includes all the parts directly mounted to wheel or wheel hub like brake disc, etc.

5.8 Suspension

The Vehicle must be equipped with a fully operational suspension system with shock absorbers in front and rear side. Effi-Que should be provided with Double A-arm suspension with effective suspension travel between the range of 50mm-100mm with at least 2inch Jounce & 2-inch rebound. This suspension will be evaluated through dynamic Ground Clearance evaluation. The Ground clearance must be sufficient to prevent any portion of the Vehicle, other than the tires, from touching the ground & vehicle should maintain ground Clearance criteria for fixed & rotating parts during static & dynamic condition. Suspension links/Parts exposed inside the vehicle must be shielded. The shielding must prevent the driver's legs and feet from coming in contact, or becoming entangled during operation or a failure.

5.9 Power # (subjected to changes)

Note: There will be a separate release for motor specification details in the further communication via mail.

5.9.1 Electrical Power

A 48V BLDC motor of maximum 600W rated power will be used. To provide a uniform basis to performance events, all vehicles must use the same motor.

The Motor will be with equivalent controllers – switchable independent & dependent system (with Pedal Assist)

5.9.1.2 Acceptable Motors for Efficycle 2025

The motor and controller kit suggested by the organizing committee must be used for hybrid and electric variants both. Modification in the motor & controller circuit is not allowed. Teams may use the light weight technologies for improving the power/weight ratio of vehicle so that maximum acceleration is achieved.

If any team wants to use any method to improve the drive-train performance, which is not clearly mentioned in this rulebook, must be presented to Efficycle Technical Committee by writing email to efficycle.technical@saenis.org. Such methods should be used only with the permission of Efficycle Technical Committee in written.

5.9.1.2 Motor Kit Content:

All motor kits will be provided with following contents:

- KTC 48V 600W BLDC Motor 1
- KTC 48V Controller 1
- Junction Box (Yellow) 1
- General Purpose Wiring Harness 1
- Key Switch with Meter Assembly 1

- Handle Bar Accelerator (Throttle) 1
- Chain-Sprocket Set 1

5.10 Transmission System

Transmission system is mandatory to transfer the power to wheels. Use of shafts, chain- sprockets, belt-pulleys, gears and Epi-cyclic gear trains & friction wheels etc. is permitted for delivering power. Direct mounting of the motor to the wheel hub and its direct coupling to axle is **PROHIBITED**.

For Electric Power: The power from electric motor may be transferred to any wheel/axle. A small gearbox may also be used in combination with electric motor to reduce the transmission steps between motor and wheels.

Maximum Speed Limit for Effi-Que will be 35 Km/hr. after optimization in Electric Motor Output & Transmission System.

Reverse Mechanism: Effi-Que must have provision for driving the vehicle in reverse. This may be achieved either by providing a reverse gear mechanism or by providing a toggle switch in the electric circuit for changing the motor polarity. Reverse mechanism should be operated only when the vehicle is in standstill condition. Maximum permissible speed for driving in reverse is 5km/hr.

5.11 Battery

5.11.1 Specifications

Only Lithium-Ion batteries can be used in a 4W Effi-Que along with Compatible BMS (Battery Management System).

Specifications of Li-Ion Battery pack should be as follows.

1. Nominal voltage: 48V Max.
2. Maximum capacity: 50Ah BMS is Mandatory. (Teams must have to show the rating description of the Battery pack at the time of technical inspection.)
3. Battery Chemistry: LFP/NMC
4. Charging Time: 5 to 6 hrs.

There is no restriction of usage of number of cells in the battery provided the combination of cells (series or parallel) doesn't have the output (voltage and capacity both) more than the above specified range. Each battery should have the specification written on it by manufacturer only.

The Ah specification (capacity) of this battery must be selected as per the consumption requirement for adding optimum weight of batteries to vehicle.

Note: The battery pack should not be in-house manufactured. In-house manufacturing the battery pack in college is strictly **prohibited**. The battery pack must have **BIS standard certifications**.

5.11.2 Battery and Motor placing - **REVISED**

Location of battery and motor should be accessible for service point.

5.11.3 BMS (Battery Management System)

Lithium-ion batteries have a smoke/fire hazard and electric shock if they are handled incorrectly. In general, BMS refers to a management scheme that monitors, controls, and optimizes battery modules in an energy storage system. It calculates the battery quantities, with typical measurements performed for cell voltages, pack current, pack voltage, and pack temperature. BMS uses these measurements to estimate state of charge (SOC), state of health (SOH), depth of discharge (DOD), and the operational key parameters of the cells/battery packs

BMS is mandatory for 4W Effi-Que, Following Control Strategies should be working to Control the Battery Performance & Safety:

1. Over - charging / Discharging protection
2. State of charge & Temperature indicator
3. Cell over-voltage and under-voltage protection

5.11.4 Protection of Batteries

All batteries must be sealed and leak proof. Vehicle found with any type of leakage in batteries may be barred from participation. Proper shielding should be provided to protect batteries from water splash, dust and mud etc. In all cases safety of riders must be ensured. Short- circuit/fire/explosion prevention techniques should be applied. IP67 protection must be provided.

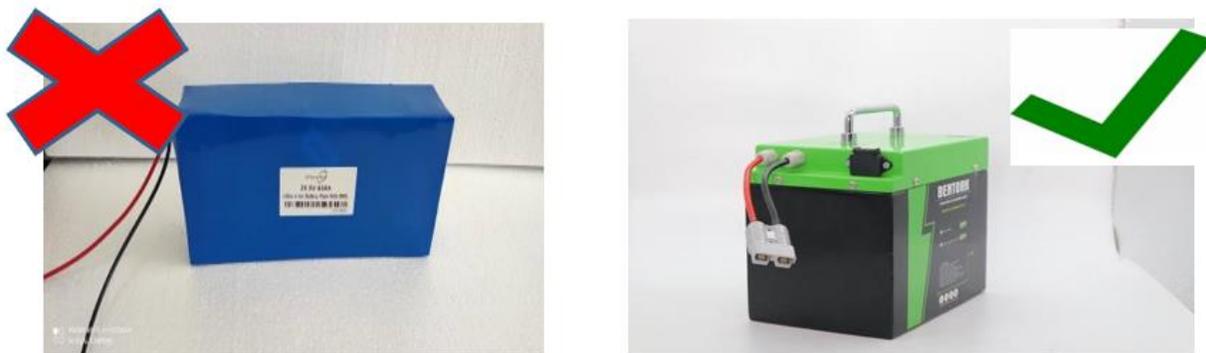


Figure-7

Note: Soft packing of batteries are **Prohibited** only hard packing is allowed.

5.11.5 Mountings

Batteries should be mounted on a rigid frame attached to vehicle frame. Hung mountings are not allowed. The mounting should be able to protect batteries from falling at the time of bumps and leaning etc.

5.11.6 Batteries for Additional Circuit

Use of a separate battery/ battery pack for other electronic components such as lights, regeneration circuit, solar circuit etc. is allowed. Teams may choose battery specification according to application. The same battery being used for electric drive train may also be used, but all the high voltage and low voltage circuit must be isolated from each other.

5.11.7 Plug-in Battery Charging System

A plug-in battery charging system should be provided in vehicle such that it is not required to remove battery from vehicle. Suitable charger, harness and connectors should be used. The components used in Plug-In Charging System should be rated as per IS/AIS/SAE/IEC or other equivalent standards.

Teams may carry portable chargers for charging batteries in pit area. Battery charging is allowed prior to inspections and events. Shock prevention should be taken care of.

5.12 Battery Charging through Regeneration or Solar Energy

At least one of the following batteries charging mechanism must be present in the vehicle. Drive-train battery or additional battery or both may be charged with this mechanism.

5.12.1 Energy Regeneration System (ERS)

Kinetic Energy of vehicle should be converted into electrical energy during deceleration /braking/Pedals through Energy Regeneration System (ERS equipped in vehicle and the regenerated electrical energy should be further stored into an electrical storage device (e.g., battery or capacitor. For any such arrangements the teams may be asked for explanation at the time of technical inspection and design evaluation. Circuit diagram and calculations to be presented to judges for evaluation.

Vehicles equipped with Energy Regeneration System shall be evaluated for their regeneration capability in the dynamic event also.

5.12.2 Solar Panel

The solar panels can be used for charging of batteries. Solar panels can be mounted in multiple units on the roof or front of the vehicle provided these do not restrict the visibility of driver. Teams must select the size of solar panels according to the vehicle requirement. For calculation, 4 hours of full sunlight may be considered

Solar panels must be securely attached to vehicle frame using tabs and should not be removed during any event. A solar tracker can also be provided to get the maximum input from solar energy. Circuit diagram of solar charging system should be made available to judges for reference during inspection and evaluations.

5.13 Drive Train Shielding

5.13.1 Protection from Mechanical Parts

All moving parts such as belts, chain, and sprocket, must be shielded, to prevent injury to the driver or bystanders, from the metal / chips that may fly apart due to centrifugal force. These guards/shields must extend around the periphery of the belt or chain. These must be mounted with sound engineering practice, in order to resist vibration.

5.13.2 Electrical Shock Protection

Selection of wire diameter/cross-section must be done according to the current flow in the circuit. To avoid any short circuit, battery terminals must be shielded but should be kept accessible for the approach of any measuring instrument. All electrical connections should be properly insulated from the frame.

All wires and harnesses must be attached securely to the vehicle structure that prevents coming off in static and dynamic conditions. Use of metal wires, synthetic threads and tapes as a fastening device is **Prohibited**. The wires and cables must be routed along the frame in a flexible casing and should be tied to frame such that these do not entangle with the riders' body and other moving parts of the vehicle.

5.14 Brakes

All Effi Que are required to have brakes on all wheels to ensure the maximum braking performance and safe driving conditions during the event. **Teams have to use hydraulic Disk or Drum brakes only.** Brakes MUST be mounted on all four wheels; mounting of brakes only on drive axles is **STRICTLY PROHIBITED**. Control of all brakes must be given to at least one driver. Brakes may be tested during technical inspection by pushing the vehicle in forward direction, with the riders in normal riding positions. Driver will be asked to apply the brakes. All wheels are required to be locked during this test. Also, there will be a separate brake test according to the dynamic inspection procedure.

5.14.1 Foot Operated Brakes and Accelerator Pedals

- i. The brake and accelerator pedal shall be designed to withstand a force of 2000N without any failure of the brake system or pedal box. This may be tested by pressing the pedal with the maximum force that can be exerted by any official when seated normally.
- ii. The brake pedal must be fabricated from steel & aluminum, Team should present material testing report in case of self-fabrication, Purchase bill is required for OEM pedal.
- iii. Pedal should be inside the vehicle periphery in the rearmost & front most position If pedals are adjustable, it will be positioned in forward position when not actuated.
- iv. Must act on all four wheels and operated by single pedal. Hydraulic circuit must have independent reservoir placed inside the vehicle periphery & should not hinder the actuation of Brake. No part of brake system mounted on sprung part should be lower than lowest frame member. Brake by wire is not allowed. Brakes must be capable of locking all 4 wheels and brake to be installed which actuates during braking.
- v. Positive pedal stops to be placed with pedal to avoid over pressing of pedal. Plastic brake lines are prohibited.
- vi. The Throttle pedal should be placed as per regulation on the right side of the Brake pedal mechanically mounted on chassis in front of the driver. The throttle pedal must be actuated through mechanical linkage/wire. Ride by wire is allowed. The throttle pedal cable must be protected from being bent or kinked by the driver's foot when it is operated by the driver or when the driver enters or exits the vehicle
- vii. The Throttle pedal must be fabricated from steel & aluminum, Team should present material testing report in case of self-fabrication, Purchase bill is required for OEM pedal.

5.14.2 Parking Brakes

Vehicle must have parking brake also known as hand brake or emergency brake should hand operated with mechanical linkage, it should be independent mechanism & should be positioned at the left side of driver. Lever should be rigidly mounted on chassis cross- member.

5.15 Steering System and its Control

Steering system must be designed such that the turning radius of vehicle is not more than 4 meters. Turning radius will be checked in 'Figure of 8' test having outer circle of 8-meter (315 inches) diameter. Steering control should be given to the driver. Steering System can be controlled by using mechanical linkages, gears, wires or by electronic devices.

The steering control should be positioned such that its rearmost surface/point (towards driver) must be kept at least 220mm away from driver's chest horizontally in all positions of steering control system.

5.16 Utility Requirement

Vehicles participating in the event should be capable of carrying a load of 20 kg. To serve this purpose, either a boot space or a utility box having internal dimension at least 16 inches (406.4mm) x 12 inches (304.8mm) (base dimensions) x 8 inches (203.2mm) (vertical height) should be provided in vehicle. The utility space should remain close in normal operation of vehicle but an openable access should be provided.

5.17 Vehicle Integrity

No vehicle may discard any part from the vehicle in any static or dynamic condition. Any vehicle found with unsafe loose parts will be called for repair/ adjustment up to the satisfaction of Technical Inspectors. All vehicle parts should be built with sound engineering practices and should possess the good build quality.

5.18 Kill Switch

Push-to-off kill switch must be provided on the vehicle. Whole electrical circuit of drivetrain must get dead by pushing off the kill switch. **AT LEAST ONE** kill switch must be easily accessible to driver. Rotary-to-off kill switches, electric switches, self-retracting switches and MCBs are not acceptable for this purpose.

5.19 In-Vehicle Infotainment System

A vehicle must be equipped with **at least Two** of the following infotainment systems. These systems should be mounted using sound engineering practices and cannot be removed after inspections and evaluations.

5.19.1 Music System

This may be operated by USB/Bluetooth/Disk/Radio/other connectivity. The speakers must not be very loud to distract other participants. If sufficient, only one speaker may be provided for this purpose.

Music system and Hand Free Smart Phone Connections Systems are Optional to each other. Teams have to implement at least one of the systems into the vehicle. Dashboard system is mandatory to all the teams.

5.19.2 Hands Free Smart Phone Connection

It is required for 2-way communications for voice calls. The riders must be able to accept or reject incoming calls. Hence the keys/touch buttons/voice command operations should be provided to accept and reject calls. Smart phone functions can be used only for dialing the outgoing calls. Microphone and speaker of suitable specifications should be selected/ designed. Interrupting noise during calls are acceptable to the extent where these do not mix with the caller's voice and both callers are clearly audible to each other.

5.19.3 Dashboard - Mandatory

A dashboard of at least 4inch screen size should be installed in the vehicle. This screen should be powered with the vehicle batteries. Touch controls may be provided for operation of screen. The screen must be able to operate the pre-loaded videos through USB device/Disk/Phone. The panel should be constructed with light weight but rigid enough materials to bear the mechanical loads in general operations, for example, PVC/Nylon/Polycarbonate sheets can be used. Location of this panel is not specified but should be in front of driver.

Vehicle should be equipped with Cyclo-meter.

Additionally, the screen may be utilized to display the information or warning of ADAS features (e.g., Cyclo-computer, Reverse Parking Assist, Speed Alert System, Navigation, Battery Level Indicators, speed/odometer etc.).

5.20 Advance Driver Assistance System (ADAS)

Advanced Driver Assistance Systems (ADAS) are systems intended to help the driver in their driving activities. They collect the feedback from surrounding or from the vehicle motion and provide information to driver in form of display of collected data or in form of audio-visual alerts.

The team must choose at least 3 features from this ADAS sub-system. (The team must choose any 2 features from Option A and 1 feature from Option B)

5.20.1 Speed Alert System (SAS) (Option A)

A speed alert system should provide audible warning to driver when the vehicle speed reaches above 25km/h. The feedback of speed may be taken from cyclo-computer installed in the vehicle or through a GPS bases system or any other suitable sensing device.

A continuous or intermitted audible warning can be provided. If the vehicle is using display screen, the visual warnings may also be provided which are clearly distinguished as a warning rather than a regular speed display.

Teams can use any type of sensing and feedback technology. The design requirements of SAS are not restricted.

5.20.2 Reverse Parking Assist System (RPAS) (Option A)

Reverse parking assist is a mechanism which gives alert to driver about obstacles on rear side of vehicles during parking in reverse mode. The mechanism shall give an acoustic signal to warn the driver on the obstacles detected in the **monitoring range**. Additionally optical warning system may be provided. One or more proximity sensors may be used for detecting the objects behind the vehicle. Teams may opt to use any other suitable sensors.

In case of camera-based systems, obstacle within monitoring range shall be visible to driver. Additionally acoustic warning or optical warning or both may be provided.

The monitoring range shall be from 0.2 meter to 1.0 meter in horizontal plane from vehicle rearmost surface. Detection shall be checked in the horizontal plane at same height from ground at which the sensing mechanism is installed. Single level warning shall be accepted however, the audible warning systems may be designed to provide the warning in gradually increasing frequency as the distance from objects decreases. The test object will be having minimum 75mm diameter.

5.20.3 Adjustable Headlamp (Option A)

The adjustments in headlamps should be provided to illuminate the road surface ahead of the vehicle according to vehicle speed or steering angle. At least 2 adjustments should be provided in horizontal plane (during steering) or vertical plane (high beam and low beam adjustment) or both. At this stage, it is not recommended to change the intensity of beams at different settings. Only angle adjustment to focus different part of road surfaces may be provided. The adjustment may be provided through mechanical or electronic adjustments in single step or multiple steps.

5.20.4 Driving Range Information (Option A)

The driving range is the distance which the vehicle can travel in remaining charge of battery. The range estimation is done through various parameters such as vehicle speed, recent driving pattern, road grade, traffic topology, remaining battery energy, driving style etc. However, at this stage, it is recommended to estimate the driving range on the basis of driving range and current vehicle speed/recent driving pattern. The driving range should be provided in 'unit of km/h'. The logic and calculations of the driving range should be included in the advance technology report.

5.20.5 Seat Belt Reminder (SBR) (Option A)

Seat belt reminder provides the alert to driver if they are not wearing the seatbelts while the vehicle is in running condition and attains a minimum speed. An Effi-Que should have the seat belt reminder for at least primary driver. At this stage, it is desired that the warning should be provided by the SBR system when the driver is seated in the vehicle and the electric drive is ON. The warning should be in form of continuous or intermitted audible signals or through visual display on screen or both. It is mandatory to provide signals only when the driver is seated and it must go OFF as soon as the driver is unseated. These are the minimum requirements for SBR system.

Further, the precise inputs may be given to SBR system to activate warning when the vehicle attains a certain speed. The circuit diagram of the SBR system and working principle should be explained in the advance technology report. Teams can use any type of sensing and feedback technology. The design requirements of SBR are not restricted.

5.20.6 Tyre Pressure Monitoring System (TPMS) (Option B)

A Tire Pressure Monitoring System (TPMS) is a safety feature in vehicles that continuously monitors the air pressure in the tires. It alerts the driver if the pressure deviates significantly from the recommended level. TPMS helps ensure that tires are properly inflated, improving safety, fuel efficiency, and tire lifespan.

1. Students can use of the shelf TPMS sensors or build one of their own (Extra Points to be awarded for the self-developed version).
2. Algorithm for Indirect TPMS to be verified and given
3. For of the shelf method students should come up with innovative detection interface.
4. Tire pressure to be monitored dynamically and even in static condition.

5.20.7 Blind Spot Detection System (Option B)

Blind spot Monitoring System is an advanced safety feature available in modern vehicles. The system uses sensors, cameras, or radar technology to detect vehicles or objects in the driver's blind spot, which is an area that cannot be seen through the side and rearview mirrors. This alert allows the driver to be aware of the presence of another vehicle and to take necessary precautions before making a lane change or a turn.

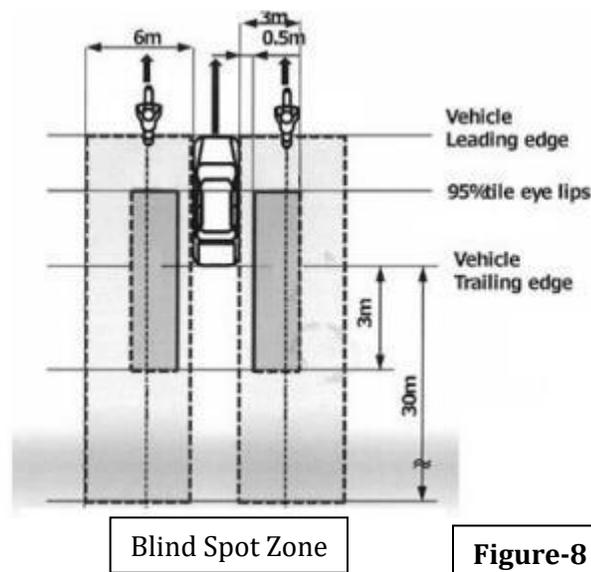
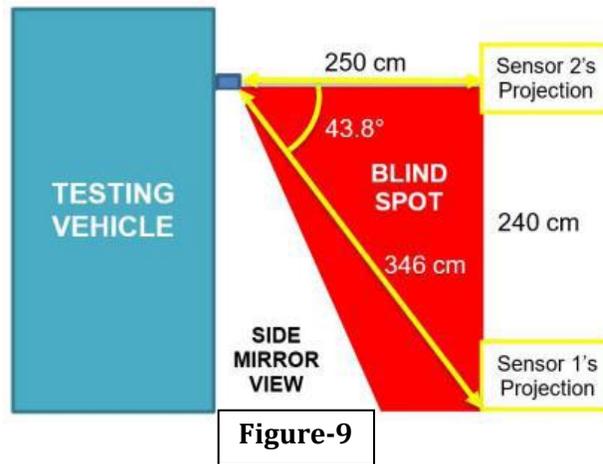


Figure-8

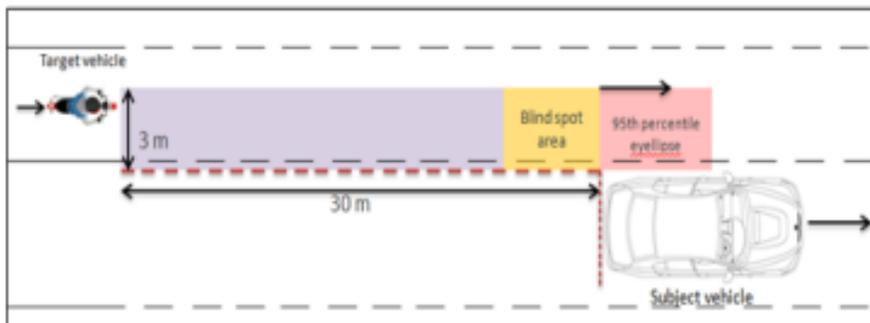
1. JSN-SR04T sensors itself can be used for Blind Spot Detection
2. Lay outing of the sensors to be made effectively such that both the functionality is meet.
3. Warning for the BSM to be different from that of the existing warnings present in the vehicle. Both audible and visual warning to be present.
4. For setup, Refer Figure 1 for Blind Spot detection System

Alternative Mounting for BSM :

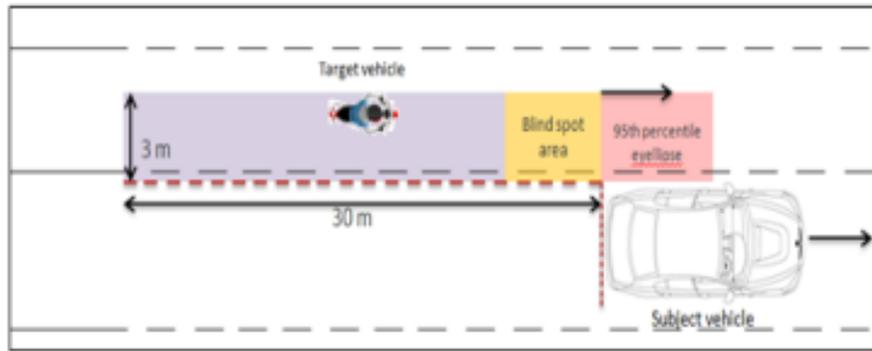


Testing Scenarios

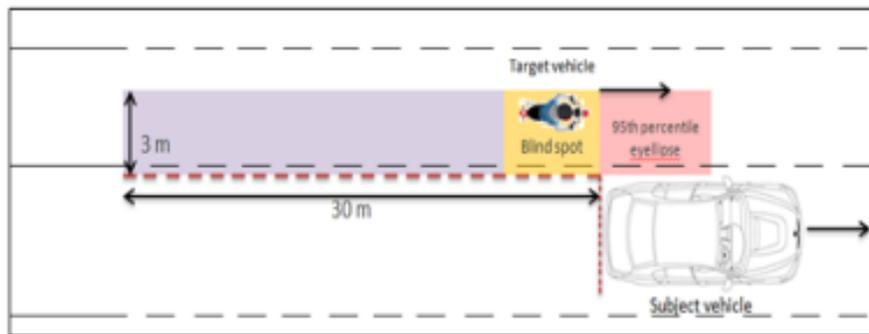
1. System to be tested against vehicles, Human, Tree and animals detection to appear only if the vehicle is in the collision trajectory.
2. Forward collision warning distance will be measured, and the Warning system developed by the students to clearly differentiate the distance of the impact.
3. Different Testing scenarios to be developed for evaluation criterion.
 - a) Scenario 1: If the relative distance between the following and the leading vehicle is greater than the >30meter, the following vehicle is in safe distance. Action required: Nil.
 - b) Scenario 2: If the relative distance becomes smaller than 3meter and larger or equal to 1meter. Action: Visual alert only to be activated by the system signaling the driver to maintain safe distance.
 - c) Scenario 3: If the relative distance becomes smaller than 1meter. Action: Visual and audio alert of the system to be activated. Figure 3-1: Must not give blind spot warning to the driver Figure 3-2: Might give blind spot warning to the driver Figure 3-3: Must give blind spot warning to the drive



Scenario 1: Must not give blind spot warning to the driver



Scenario 2: Might give blind spot warning to the driver



Scenario 3: Must give blind spot warning to the driver

Figure-10

5.20.8 Collision System (Option B)

Collision Detection Warning System to integrate obstacle detector using ultrasonic sensor and audio/visual warning subsystem using LEDs and buzzer to alert the driver when the vehicle is in verge of collision.

System Block Diagram

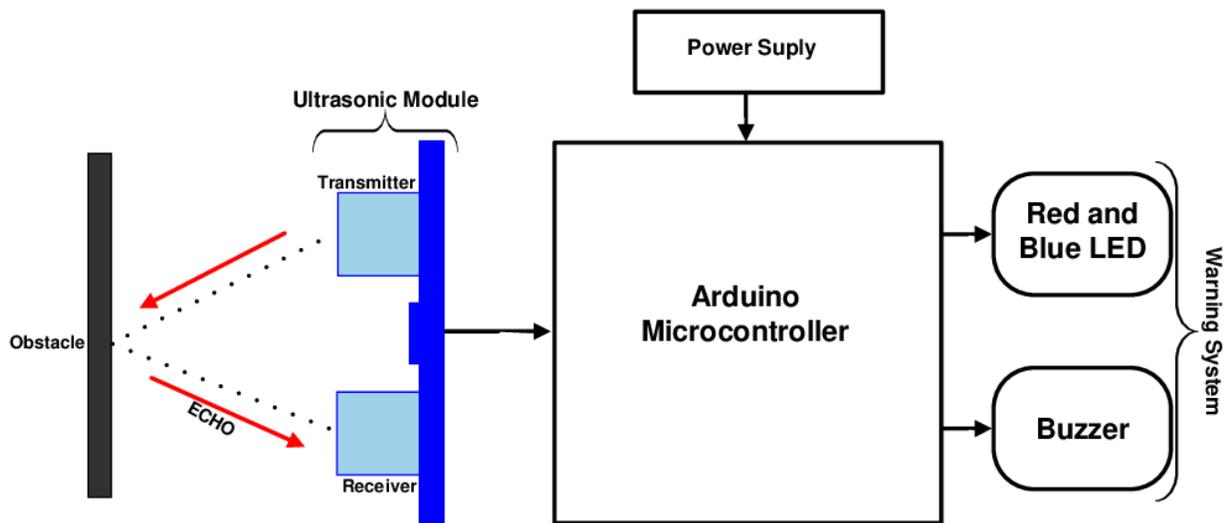


Figure-11

1. **JSN-SR04T** can be used alternative long-range sensors to be identified.
2. Sensor's placement should be decided by the students strategically to cover maximum zone up to 3meter
3. Warning systems equipped in the vehicles can be student's choice of implementation where we can see their creativity.

Warning Unit - The warning system should be designed to detect when a potential collision is imminent and alert the driver. The system should utilize sensors to detect the distance between the vehicle and potential obstacles and then provide a warning once the obstacle is within 0.5 meters away from the vehicle.

The warning should be provided in the form of a visual or audible. The warning should be of sufficient intensity to alert the driver without causing any undue alarm.

Safety and drive Assistance Features: Revised

The team must choose any 1 feature from safety and drive Assistance

5.20.9 Navigation

In case teams are using Mobile/Tablet/iPad for navigation purpose, the device should be clamped with rigid and permanent mounting, which should be non-detachable (only device can be detached) & should not hinder & restrict the movement of Driver Body part, Ingress- Egress for normal vehicle operation.

Clip Type & Snap Type Not allowed, Mounting should be rigid.



Figure-12

5.20.7 Anti-theft mechanism

Vehicle thefts are common in most countries around the world. To prevent Vehicles from being stolen, teams should use the 'Anti-theft alarm system' or Vehicle Alarm. This device or method prevents unauthorized access to a Vehicle. Hence, the team have to fit such a device to prevent it from being used by an unauthorized person.

The Anti-theft alarm system shall work with the help of sensors installed in and around the vehicle. An impact or any unauthorized event happened with vehicle activates the sensors. This, in turn, triggers the Anti-theft alarm system and sounds the alarm, alerts the owner/people. Even, the change in the vehicle's position can alert the tilt sensor and activates the anti-theft alarm system.

Teams must build the system to protect the vehicle. Teams can use any type of sensing and feedback technology. The design requirements of mechanism are not restricted sensors used with the system should be securely and firmly mounted at designated locations.

5.20.8 Accident Alert System

This is improved security systems for vehicles. Its main purpose is to detect an accident and alert to the control room/designated person so the driver can find some help. Teams should make a working system of accident alert with using suitable sensors and equipment's. The design requirements of mechanism are not restricted. All sensors used with the system should be securely and firmly mounted at designated locations & should be water & dust proof (IP65).

There must be a system in the vehicle to detect any frontal or rear crash of the vehicle and notify the emergency contact number designated (minimum 2) about the location of the vehicle in the form of notification/text message.

The teams should furnish the working mechanism and electric circuit of the system in the form of short report/PPT at the time of technical inspection, The inspector can ask the team to manually demonstrate the efficacy and working of the system.

5.21 Other Electrical & Electronic Devices

5.21.1 Headlamp

The headlamp should be mounted at the front of vehicle to increase the visibility during low or no daylight conditions. Either a single headlamp should be provided at the center of vehicle width or a set of 2 lamps can be provided on both sides.

The headlamp should be mounted at a height between 450mm and 1200mm measured vertically from ground. Headlamps should be divergent. Any white light emitting device can be used as headlamp. Teams must select the lights of sufficient intensity according to night driving condition. Head lamp ON-OFF switch should be provided.

Recommended specifications: The headlamp should illuminate the region covered by angle 15° upward and 10° downward in vertical plan. In horizontal plane it should cover 45° on either side in case of single headlamp and 45° outward, 10° inward in case of separate headlamps when measured from vehicle longitudinal axis.

5.21.2 Brake Lights

A red brake light should be mounted on rear of vehicle to indicate about braking to other vehicle/s approaching from rear. When the brake is applied the brake light must be clearly visible and appear bright in daylight. The brake light shall be illuminated when the brake system is actuated, and completely extinguished when the brakes are released.

The light should be mounted at a height between 350mm and 1500mm measured vertically from ground. Light must be mounted such that it shines parallel to the ground, not up at an angle, up to a distance of 10 meters. The brake light must turn on during the brake test and it must be activated immediately when the brakes are actuated.

5.21.3 Turn Indicator

Amber color turn indicators will be provided at front and rear both. The indicators for left and right side should be separately identified. The flash-light frequency shall be 90+30 per minute and it should be same for all indicators. Same side indicators may flash simultaneously or alternatively. Operation of indicators can be done through lever type switches, toggle switch or push button or rotary type switch can be provided.

The lateral distance between left and right indicators should be at least 800mm and these should be symmetrically placed from the vehicle longitudinal plane. Mounting height shall be between 350mm and 1500mm measured vertically from ground.

Turn indicators should be circuited and mounted in such a way that they can be used as a hazard light as well. If the vehicle is under the breakdown or not able to move during the endurance run, the hazard lights must be activated immediately to warn other vehicles approaching them.

Recommended specifications: *The indicators should be visible up to an angle of 80° outward and 20° inward in horizontal plane when measured from vehicle longitudinal axis.*

5.21.4 DRL (Day time Running Light)

DRL should be provided at the lower part of front members. Height between 450mm to 700mm below the Headlamp, DRL allows other drivers to see you on the road which decrease the chances of collision, DRL is start when your vehicle power is ON or when the parking brake Activated, 2 lamps can be provided on both sides.

Any light emitting device can be used as DRL with sufficient efficiency.

5.21.5 Battery and Range Indicator

Battery and range indicator shall provide the visual indication of the battery's state of charge. This indication is required in at least 4 levels. The indication can be displayed in either analogue or digital form (such as LEDs of same or different colors, a digital screen showing percentage/bar icon/text etc.). The display should be given in front of primary driver without restricting the field of view. Optionally, a visual or audible warning may be given if the battery state of charge goes below a threshold level.

5.21.6 General Requirements of Electrical System

1. Lights, Connectors, sensors, ICs and wires etc shall be rated as per AIS/IS/SAE/IEC or another equivalent standard. Datasheet should be presented to judges for verification.
2. All connections and terminals shall be insulated to avoid electrical shock and should be securely attached to vehicle structure.
3. All recommended specifications are to support teams in selection of components and proper installation.
4. The power supply to Head Lamp, Turn Indicators, Brake lights and USB Charging Ports can be done through battery of electric drive train or a separate battery.

5. It is recommended to provide a panel (referred as Instrument Panel or Dashboard) in front of driver such that all electronic controls and displays can be attached to this panel. The panel should be constructed with light weight but rigid enough materials to bear the mechanical loads in general operations, for example, PVC/Nylon/Polycarbonate sheets can be used. Dimension and location of this panel is not specified.

5.22 Fasteners

All fasteners used in the systems must be captive; defined as requiring NYLON locknuts, cotter nuts or safety wired bolts (in blind applications). Lock washers or thread sealant do not meet this requirement.

5.22.1 Fastener Grade Requirements

All bolts used in the system must meet SAE grade 5 or metric grade M8.8.

5.22.2 Thread Exposure

All threaded fasteners used in vehicle must have at least 2 threads showing past the nut.

5.22.3 Socket Head Cap Screws

Socket head cap screws, also known as “internal wrenching bolts” or “Allen head bolts” used, must have the bolt head, clearly marked with the letters “NAS”, “12.9”, or “10.9” or high-strength metric fastener.

5.23 Driver’s Equipment

Driver must wear the well fitted cyclist helmets with an integrated (one composite shell) belt to tighten the helmet. Also wear the knee pads and elbow pads and shoes during all dynamic events of the competition.



Figure-13(a)



Figure-13(b)

5.24 Vehicle Identification

All vehicles are required to have proper display of identity of vehicle. Vehicle identification includes **Vehicle Number, Team Name and College Name**. If vehicle identification is lost or obscured, the vehicle will be removed from the competition until this is repaired. Vehicle Identification items must be clearly visible from both sides of vehicle.

5.24.1 Vehicle Number

The vehicle number must be of at least 6 inches (152.4mm) height and 1 inch (25.4mm) line thickness (font thickness). This number will be allotted by the event organizers to all the teams participating in the final event. The number must be clearly displayed on all four sides of the vehicle. It should be vertically placed to ensure its maximum visibility for the purpose of identification & scoring.

Numbers can be placed in form of protrusions, cut-outs, reflective stickers of proper colour (excluding white) etc. Painted numbers are not allowed. The vehicle may get disadvantage in scoring such as lap counting etc. if a vehicle number is obscured during the events.

5.24.2 College Name

College name must be displayed in full or initials at least one place on vehicle which is easily visible from the front and it must be of minimum 2 inches (50.8mm) height.

5.24.3 Logos

Logos of SAE NIS and event sponsors will be provided at the event site. This must be displayed at both sides of the vehicle. Teams can also display their team sponsors logo but it should not affect the visibility of vehicle number and event logos.

5.24.4 Identification Flag - NEW

A Rectangular identification flag of the dimension 8 inches (203.2mm) length x 12 inches (304.8mm) height is required on the vehicle above the topmost member of the frame. Recommended location of flag mounting is behind the driver seating area. Flag must display the Vehicle Number on both the sides and it may also contain the Team Logo etc.

5.25 Prohibited Items/ Practices

5.25.1 Vehicle Items/ Accessories

Vehicle should not have any sharp edges which can hurt the driver and others. The use of horns and bells is **prohibited**. Vehicle body should not have any reflective surfaces or reflective paint. Use of side view mirrors is allowed but they should be accommodated within the maximum vehicle dimensions.

Sealants should not be used for mounting components and to cover the weld joints. Any type of hazardous or explosive materials must not be used in the vehicle.

5.25.2 At Event Site- **REVISED**

The teams cannot carry any type of liquors, alcohols or energy boosting drugs at the event site. If any team found violating this rule will be disqualified with immediate effect and that college/university will suffer a ban of next 1 more year from participating in the event.

Any kind of misbehave with event officials, volunteers and other team members etc. must be avoided. Any participant must not indulge in the tampering of event properties, tracks etc.

Note: Taking the vehicle out from the event site during any event is **not permissible** so if team wants to take off the vehicle, they have to inform the OC member/ registration desk.

5.26 General Requirements for Mounting Tabs

1. Any mounting tabs in the vehicle shall comply with the requirements as specified under this rule.
2. Any tabs utilized in mounting of components shall have a minimum thickness of 2.3 mm (0.9 inch) Minimum weld length for tabs used in mounting of seat, seatbelt, motor will have at least 38 mm (1.5 inch) of weld length per tab. All other tabs will have minimum 25.4 mm (1.0 inch) of weld length per tab.
3. Mounting Tabs shall not visibly deform when a load is applied.
4. The average distance from the edge of tab hole to the main tab weld line shall not exceed 25.4 mm (1.0 inch).
5. Tabs will be welded on both sides.
6. The edges of tabs shall be rounded to avoid injuries due to sharp edges.
7. Any cut or notch should not be present in the tabs.

5.27 Mirrors:

5.27.1 Rear View Mirror:

Rear View Mirror is a flat mirror designed to allow the driver to see rearward through the vehicle's rear window (rear windshield).

Specification- Dimension is in the range of 6"-8" length, 2"-4" width, Placing should be anywhere inside the vehicle in front of the driver side with a minimum gap of 600mm from the Driver head restraint.

5.27.2 Side View Mirror:

A side-view mirror (or side mirror) placed on the exterior of vehicle (Both side) for the purpose of helping the driver to see areas behind and the sides of the vehicle, outside the driver's peripheral vision. It should be accommodate with in the Limit of vehicle

Specification with extension of 3" to 6" each side. Mirror should be convex type of any shape and can accommodate a template of diameter 3 cm. Mirror should be rigidly mounted on the frame.

SECTION C - DRIVER RULES

6.1 Rider Clothing & Safety

- Clothing intended for cycling or to decrease wind resistance is allowed (skin suits).
- Driver is advised NOT to wear loose clothing during the dynamic events.
- Each driver MUST wear cycling helmet, cycling jersey, full length trousers, shin, elbow and knee guards and running shoes. Shorts/nickers are not allowed.
- The riders to be secured to their vehicles by seat belts, subject to requirement and decision of inspecting authority
- The vehicle can be equipped with a cyclist' water bottle for driver.
- Riders should have their eyes protected while driving either by safety glasses.
- Riders are required to wear shoes and gloves while driving. Use of knee and elbow guards and shin guards is compulsory.
- All moving parts such as chains, idlers, gears etc. should be provided with guards to protect the driver from injury.

6.2 Rider Rules - **REVISED**

- The vehicle which is in stand till position should not take any external support/push to get it in motion during the dynamic tests.
- A rider may not ride a vehicle with a flat tire or other mechanical problems that the Event Officials seem unsafe. The rider must stop or proceed on foot thereon with the vehicle until it is repaired.
- Riders must not block or impede the progress of other vehicles.
- During all the tests same driver shall drive the vehicle. Only in case of some injury extra driver can replace the injured driver with prior acceptance from Event Officials.
- Drivers MUST comply with the instructions of the track volunteers & announcements. Drivers can perform trial runs at the designated practice area only. If any vehicle found performing trials or over speeding etc. at the other places, then it may be penalized.
- Alongside moments on the track side will penalize the team.
- **Vehicle Movement:** Drivers are allowed to drive the vehicle only after clearing Technical Inspection. Vehicle should be pushed, at walking speed, by other team members in the areas other than event course and practice area.

SECTION D - REPORTS & DOCUMENTATION

NOTE: All the minute changes made in “Segment-2_Rulebook_Effi-Que Final Draft” document regarding Virtual Event are mentioned here. They are highlighted in **Blue** for your reference. **This document should be used for reference purpose only.**

7.1 Reports Submission & Deadlines

All teams are required to submit the following documents as per format released by technical committee.

S.No	Reports & Documentation
1	<u>Documentation package</u> a. DVP & DFMEA b. Design Report c. CAD/CAE Report d. Business Plan e. Bill of Material Report f. In-house vehicle fabrication permission Letter g. Innovation Report h. Energy Regeneration Report
2	Video Submission

Project Activity	Deadline
Document Package Submission	31-Dec-2025
Vehicle Readiness	05-Jan-2026
Running vehicle video submission	10-Jan-2026
College Level Technical Assessment	15-Jan-2026

The deadline will be 1700hrs on each date of submission.

Separate guidelines for Document package submission will be release later by the technical committee.

7.1.1 Design Readiness

At the time of design report submission, all design related work must be complete. However, teams can start the prototype work, parts procurement and the actual vehicle fabrication prior to design report submission.

7.1.2 Vehicle Readiness

The vehicle must be 100% complete by 05-Jan-2026. Teams are expected to finish all type of design & fabrication work by this date. After completion of vehicle, teams must undertake extensive design validation & testing of vehicle in-house. During this period, college level technical assessment will also be performed as mentioned in rule 7.3 below.

7.1.3 Running Vehicle Video Submission

All teams need to submit the video of their vehicle in running condition by 10-Jan-2026. The guidelines and procedures will be informed separately. Upon late submission of video, the penalty of 5 marks per day will be applied to team's overall score in main event.

7.2 Late & Early Submission of Document Package

Every team must adhere to all the deadlines mentioned above.

7.2.1 Penalty for Late Submission

- A penalty of 5 marks per day shall be levied for late submission up to maximum 100 marks for each document package. This penalty will be deducted from the overall teamscore in the event.
- After non-submission of documents till 20 days from submission deadline given in rule 7.1, team will be barred to participate in the related event. Hence teams are advised to submit the documents in advance to avoid any difficulties during last minute submission. The penalty will be applicable for non- submission, partial submission or document submission in wrong formats.

7.2.2 Early Submission Advantage

Upon early submission of document package an advantage of 5 marks per day will be added up to maximum 25 marks for each document package. These advantage marks will be added in the overall score of teams in main event.

7.3 College Level Technical Assessment

7.3.1 Procedure

Technical Assessment is intended for evaluation of team's readiness for the participation in event. A college level technical assessment of each team shall be conducted before main event. A technical

assessment team (having one or more technical inspectors), appointed by Effi- Cycle Technical Committee, will visit the institute and perform necessary inspections. The overall objective of the

assessment is to ensure the quality of vehicles and team's preparation for participation in the competition.

7.3.2 Requirements

During technical assessment vehicle must be completely ready as per the rulebook requirements. All the documentation, driver equipment and other particulars required for event shall be checked by an inspector. Technical Inspectors shall thoroughly inspect the vehicle in the same way as it will be performed during the event. Some dynamic tests may also be performed which necessarily includes **at least brake test and figure-of-8 test**.

7.3.3 Feedback of Technical Assessment Team

Teams must take this assessment positively because the feedback given by the inspectors will help them out in making required improvements in the vehicle. Teams may discuss problems faced in vehicle performance, event strategies etc. with the inspectors assigned to them. Inspectors may also suggest some modification in the vehicle.

A report of overall technical assessment will be sent by the assessment team to Effi- Cycle Technical Committee.

7.4 Disqualification from Participation

Performance of teams will be monitored in terms of reports submission, quality of reports etc. If there is any excessive delay or no submission of document packages mentioned in rule 7.1 above, teams will be intimated about their poor response. If any team's performance is found very poor even after intimation, then it may be disqualified from participation in final event. Teams shall be solely responsible for these issues.

Teams may also be disqualified if it is felt during the college level assessment that the vehicle shall not be ready for the participation by the time of start of competition.

Possible Cases	Actions
Non-Submission/delayed submission of Document Packages	Upon reaching total 200 marks penalty against delay in submission of document packages, team may be disqualified from participation in main event.
Vehicle not ready at the time of inspection and completion not expected till start of event	Team may be disqualified from event.

SECTION E - EVENTS & PROCEDURES

8. Physical Main Event

There will be following categories of Physical events:

Sr. No	CATEGORY		MARKS	REMARKS
1	Static Event	<p>Documentation package</p> <p>a. DVP (50) b. DFMEA (50) c. Design Report (100) d. CAD/CAE Report (100) e. Business Plan (100) f. Innovation Report (100) ** g. Energy Regeneration Report (50) ** h. Bill of Material Report (50) i. In-house vehicle fabrication permission Letter (0)</p>	600	<p>Documentation package evaluation for respective team will be started after successful submission of In-house fabrication letter.</p> <p>It will be evaluated by OC after submission. Total bonus or penalty will be added in the last together</p> <p>Certain documents will be evaluated in main event. Two members will present the report along with the vehicle to the judges</p>
2	Static Event	Video Submission	50	NO marks - Only submitted Teams was considered to participate in main event
3	Static & Dynamic Inspection	<p>a. Vehicle Specification Rulebook Check (100) b. Figure of 8 (50) c. Electrical Drive Test Inspection (50) d. Brake Test (50) e. weight Test (50) f. Reverse Parking (50) g. Tyre pressure Monitoring system (50)** h. Blind Spot Detection System (50)**</p>	450	Teams qualify all this category will be considered for dynamic event. Event fail to qualify with given number of attempts will not proceed further.
4	Dynamic Event	<p>a. Acceleration Test (100) b. Gradeability Test (100) c. Rough Road Test (100) d. Energy Regeneration Test (200) e. Collision test (100)** f. Final Endurance (400)</p>	1000	Pole position for final endurance is based on Acceleration result
		Bonus / Penalty		
		Total scores	2100	

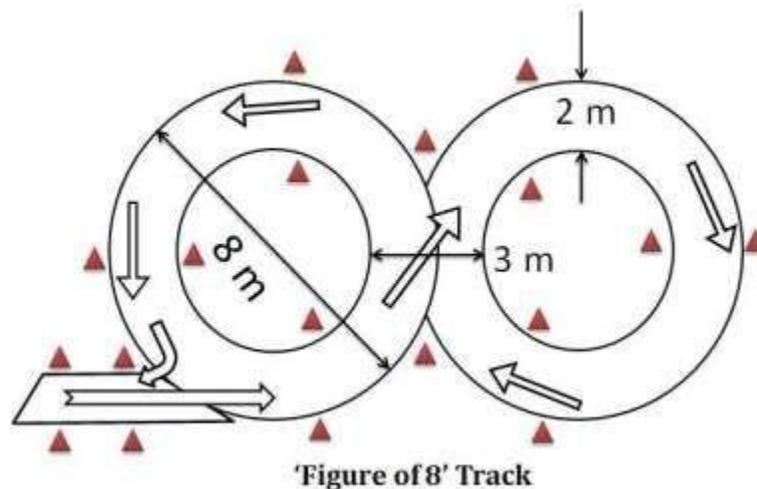
**** : Please refer the ADAS sub-system Guidelines, Section 5.20.**

8.1 Static & Dynamic Inspections

All vehicles shall undergo the static & dynamic inspections. Vehicle must clear all the inspections to proceed for all the dynamic events. Any team who fails to clear technical inspection round will not be allowed to participate in the dynamic events further. **However, teams can participate in static events without clearing the inspection rounds whereastams shall not be entitled for any award in such cases even if the scores in static event are highest.**

8.1.1 'Figure of 8' Test

'Figure of 8' test will be done to ensure the driving capabilities of driver on a maneuvered path and also the dynamic stability of vehicle. **There will be maximum specified time limit for the completion of this test.** The track layout is given in below figure.



8.1.2 Electric Drive Inspection

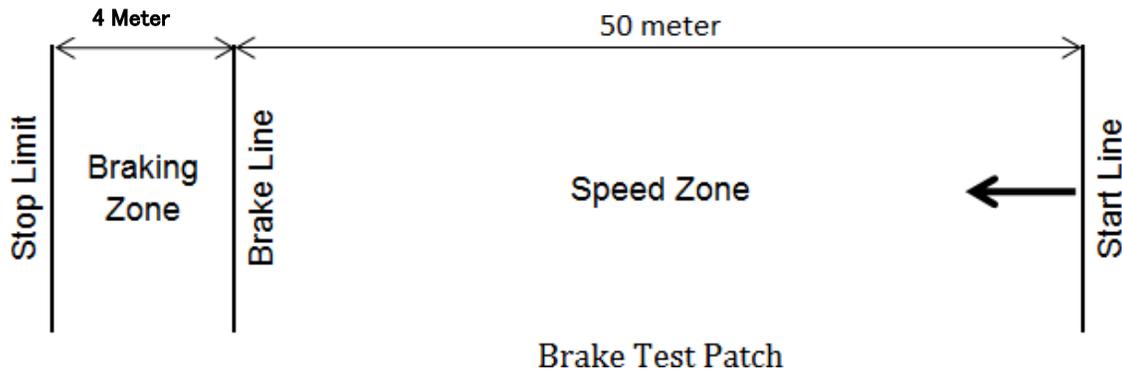
1. Electric Drive Inspection will be done to check the compliance of battery & motor specification with the criteria set in the rulebook.
2. It will be ensured that there are no Electric safety hazards due to electric short circuit, battery leakage or poor component mountings etc.
3. Without passing electric drive inspection, teams will not be allowed to participate in the event.
4. **'Electric-Drive OK'** sticker will be issued to vehicle passing the electric drive inspection test.
5. **For Eff-Que:** A shower test will be conducted for powertrain components. Shower of water will be sprayed on the vehicle for 60 seconds and further after 30 seconds, insulation resistance will be measured.

8.1.3 Brake Test

1. Brake Test will be performed to ensure the maximum braking performance of vehicle in case of any emergency during the dynamic events.
2. Vehicle will be asked to attain a speed of 30 km/h within a distance of 50 meter and then to

apply brakes. Vehicle must stop within the distance of 4 meter after applying brakes.

3. After successful completion of brake test, '**BRAKE TEST OK**' sticker will be issued by Brake Test judges.



8.1.4 Reverse Parking Test

1. On Gradient

The aim of this event is to conduct an assessment of vehicle's capability to maneuver the vehicle in reverse direction on a slope and hold the vehicle on the slope as well as the compliance with the rulebook parameters and general safety requirements.

2. With Reverse parking sensors

The aim of this event is to conduct an assessment of vehicle's capability to maneuver the vehicle in reverse direction using the indications/alerts given by the reverse parking sensors as well as the compliance with the rulebook parameters and general safety requirements.

8.1.5 Inspection Stickers

1. After successful completion of all rounds of technical inspection, '**Safety CHECK OK**' sticker will be issued by the Effi-Que Technical Committee.
2. Vehicle must carry these 3 stickers issued during the various stages of Technical Inspection such as '**Safety Check OK**', '**Electric Drive OK**' and '**BRAKE TEST OK**' during the whole event. It will be allowed to participate in any dynamic event only if all the 3 stickers are present on the vehicle.
3. If stickers on the vehicle are lost or tampered, sole responsibility lies with the participating team and stickers will not be issued again.

8.1.6 Changes in Vehicle after Technical Inspection

1. Any types of changes are not allowed in after the vehicle obtains inspections stickers issued by technical inspectors. Vehicle must participate in the event in **As- OK condition**. No part of vehicle can be changed, modified, removed or replaced thereafter.
2. Any type of repairing/maintenance works may be performed only after the permission of Effi-Cycle Technical Committee.

3. Effi-Cycle Technical Committee reserves the rights to remove the stickers at any stage of event in case of vehicle tempering or vehicle may be barred from event for certain duration or vehicle may be disqualified depending upon the severity of case.

8.1.7 Workshop Access at event-site

Any vehicle may enter in the workshop area only after permission of Technical Committee officials. Technical Committee reserves the right to provide workshop access after 1st attempt of Safety Compliance Check.

8.2 Dynamic Events

8.2.1 Acceleration Test

Aim

The goal of the Acceleration Test is to provide engineering students an opportunity to demonstrate the maximum acceleration & maximum speed capability of their vehicles in a non-race condition.

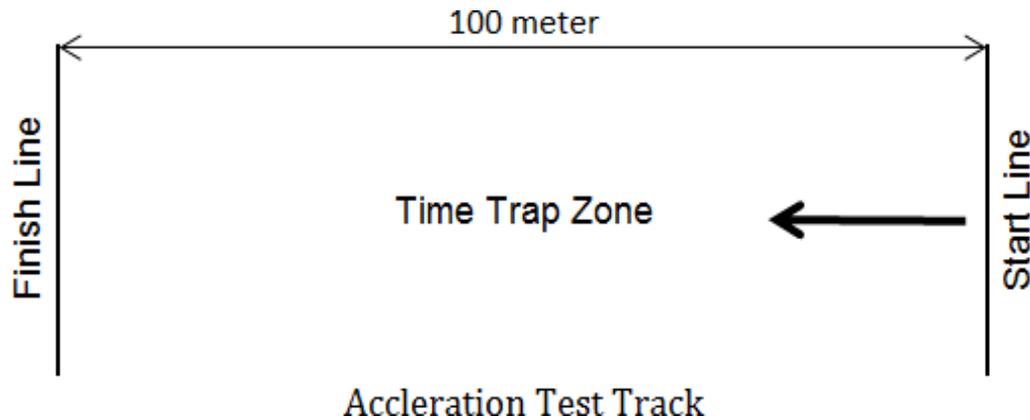
Max Permissible speed for Effi-Que: 35 Kmph.

Track Description

The course will consist of straight, smooth and level paved surface of suitable width and clear of obstacles, pits, cracks or potholes. Track length will be of 100 meter in time trap zone. Vehicle will have to start from start line marked on track. There will be no separate run-up zone.

Method & Rules

1. Test will be performed with Luggage weight of 20Kgs.
2. Vehicle will be allowed to run on the track only when signaled by the track judges.
3. Team will be asked to start from standstill and to cover the distance of 100 meter in the minimum possible time. The time taken to cover the complete track will be noted down.
4. Maximum 2 attempts are permitted per vehicle. The minimum time out of two attempts will be considered for evaluation.
5. In case of vehicle breakdown or rollover on track, departure from track before finish line; that attempt will be considered as void. No other chance will be given in lieu of.



8.2.2 Gradient Test

Aim

The goal of the Gradient Test is to provide engineering students an opportunity to demonstrate capability of vehicles to climb on inclinations in non-race condition.

Track Description

The course will consist of straight, smooth and level paved surface of suitable width and clear of obstacles, pits, cracks or potholes. Total track length will be 50 meters. The track will be a real gradient having maximum slope of 5 degree. Vehicle will have to start from start line marked on track.

Method & Rules

1. Test will be performed with 20 Kgs. Luggage weight.
2. Vehicle will be allowed to run on the track only when signaled by the track judges.
3. Team will be asked to start from start line marked on track from standstill condition and then to cover the complete track in minimum possible time. The time taken by vehicle to cover the distance from start line to finish line will be noted down.
4. Maximum 2 attempts are permitted per team. The minimum time out of two attempts will be considered for evaluation.
5. In case of vehicle breakdown or rollover on track, departure from track before finish line or not reaching the finish line; that attempt will be considered as void. No other chance will be given in lieu of.

8.2.3 Rough Road Test

Aim

The goal of the Rough Road Test is to provide engineering students an opportunity to ascertain the suitability of vehicle in a real-world application such as personal or commercial mobility.

Track Description

The course will be representative of actual roads including various sharp turns, speedbreakers and other obstacles etc. Total track length will be minimum 500 meters. Vehicles will have to start from start line marked on track. There will be no separate run-up zone.

At certain part of tracks, it may be required for drivers to get down from vehicle and then restart the journey. Hence teams should plan the strategy of event keeping these conditions in mind.

Water wade track will be part of Rough Road test. This portion of track will be filled with water at certain level.

Method & Rules

1. Test will be performed with driver wearing all driver safety equipment.
2. **There will be 2 attempts** for Rough Road Test, both to be performed on separate eventdays.
Each vehicle has to complete at least one attempt successfully to qualify for the endurance run.
3. There will be maximum specified time limit for the completion of each attempt.
4. Vehicle will be allowed to run on the track only when signaled by the track judges.
5. Vehicle will be asked to start from standstill and to cover the complete track in the minimum possible time. Time taken to complete the test will be recorded.
6. The minimum time in both attempts will be considered for evaluation.
7. In case of vehicle breakdown or rollover on track, departure from track before finish line or exceeding the specified time limit on track; that attempt will be considered as void. No other chance will be given in lieu of.
8. For touching track boundaries, cones a penalty of 2 seconds will be applied in total course time for each such case.

8.2.4 Energy Regeneration Test

The aim of Energy Regeneration Test is to evaluate the performance of the Energy Regeneration System implemented in the vehicle. **The score for the Energy Regeneration Test will depend on following parameters:**

It should be a working concept & The Power Regenerated should at least:

1. Power an accessory
2. Charge the battery
3. Brake the vehicle

Regeneration System will be accepted in the fully working condition and must be demonstrated to judges during evaluation. For reference of judges, teams must carry the following during evaluation:

1. Energy Regeneration Report
2. Presentation of Regeneration System in form of Hand-made charts/ Power-point Slides/ Videos/ Animations/ Prototype etc.

During the evaluation, vehicle will be subjected to a dynamic test where the energy regenerated by the vehicle during Deceleration/ braking, will be compared with the kinetic energy present in it before applying the brakes. Teams may be asked questions about the design of system, efficiency, effectiveness etc.

8.2.5 Endurance Run

Aim

The goal of the Endurance Run is to provide engineering students an opportunity to demonstrate the durability of their vehicles in a race condition.

Endurance Run

Teams have to run on an endurance track for specified duration. Laps covered by the teams will be considered for the evaluation of endurance score.

Track Description

Endurance track will be a closed-circuit including lot of turns, bends, gradients and various other obstacles. Total length of circuit will be around 2km. Team will have to line-up in funneling area before the start of event. Vehicle must run on an endurance track for specified duration.

Method & Rules

1. Vehicle must line up according to their position as specified by the Technical Committee. Positions will be declared according to the performances in dynamic events.
2. Vehicle will be allowed to run on the track only when signaled by the track judges.
3. The total duration of endurance run will be maximum 2 hours and teams will be asked to cover maximum laps in this duration.
4. If a vehicle breaks down during the run, it should be carried out of the track immediately. Vehicle may appear on the track after complete repair and only after the permission of Technical Inspectors.
5. Laps covered by the teams will be considered for the evaluation of endurance score. Partially completed laps will not be considered for scoring purpose.
6. Vehicles found in unsafe conditions on track will be removed from track with immediate effect.

After the completion of endurance run, vehicles will be impounded at parking area for final inspection. At that time no team member will be allowed in parking area.

Lap Counting and Timer

1. On the blow of siren, vehicles will be allowed to run on the endurance track.
2. At the time of blow of siren; timer will start for all the vehicles (timer at 00:00:00).
3. Lap counting of individual vehicle will be done each time it reaches to the startline.
4. After the completion of event, timer will be stopped (timer at 02:00:00).
5. Total laps covered by individual teams till 02:00:00 condition will be considered for evaluation. Partially covered laps will not be counted.

8.2.6 Durability Advantage

To prove the durability, vehicles are supposed to be in complete running and safe condition after endurance run. Only teams, which cover 50% or more laps of the maximum laps covered by any team, are eligible for the durability advantage.

All eligible teams will be inspected after the endurance run to evaluate the durability advantage. Any vehicle which is not having any significant breakdown will be awarded with full durability advantage according to the following criteria:

- a) Battery Management System:** Battery Management system is mandatory, to evaluate the usage & optimization of BMS Strategy of participating Teams, following Evaluations to be done:
- b) Vehicle Driving Range:** To be checked during Durability check by means of Difference in SOC & Total Kilometers covered;
- c) Range Target:** 60 Kms (Full charge to Empty Limit as set in BMS strategy) If the Range of Vehicle is Lower than Target, then Marks will be deducted.
- d) Battery SOC / Temperature Monitoring & Display:** As a part of BMS Strategy, Monitoring of SOC & Temperature will be mandatory. Accurate display of SOC & Temperature shall be done through Monitor/indicators.
- e) Vehicle Drive:** Any component of drivetrain should not have any breakdown. Any misalignments in drive are excluded.
- f) Wheels and Axles:** Any wheel (including axles) should not wobble or deform. Dynamic stability of vehicle will be monitored during endurance run.
- g) Braking System:** All brakes mounted on wheels should function properly. No breakdown should occur in brake levers, disc, calipers or wires. Brakes in static conditions will be checked.
- h) Other Components:** All other important components such as frame members, fairing, seats, body covers and other subsystems should remain intact in original position.

8.3 Static Events

8.3.1 Design Evaluation

Aim

The aim of the Design Evaluation is to provide an opportunity to the participants to discuss their design methodology, design process with the panel of judges and to highlight the special features of their vehicle.

Evaluation Procedure

Design assessment will be done through Design Report, Design Specification Report along with the vehicle. Teams will be asked to explain their design methodology, design of the subsystems, material & part selection, safety, calculations and analysis etc. Marks will be given on the basis of team's explanation over such questions asked by the judging panel. The average of marks given by individual judges of the panel will be considered as final marks scored by a team in this event. Use of additional presentation items such as charts, sketches, prototypes etc is permitted.

8.3.2 Business Plan Evaluation

Aim

The aim of the Business Plan is to provide an opportunity for the engineering students to prepare a strategic business model of establishing a firm which can produce their own design at a certain rate (say 2,000 vehicles per year) and market it. Judges can be considered as hypothetical capital investors who can invest into team's business model to support in establishment of that firm.

Presentation Format

Teams are advised to prepare the model by working out on the following points in the presentation:

1. Unique Selling Proposition (USP)
2. Market/Customer Survey (to analyse the product demand)
3. Different concepts & variants
4. Plant layout for mass production
5. Cost of product in mass production
6. Break-Even Analysis (in terms of time & quantity)
7. Return on Investment (in terms of time & money)
8. Marketing strategies (sales & after sales)

Presentation must be in MS PowerPoint format with the file size not exceeding 10MB. Use of promotional videos, charts, graphs, brochures is encouraged, provided that the total time doesn't exceed the specified duration. Other details will be specified on the website.

8.3.3 CAE Evaluation

The aim is to evaluate teams' knowledge about CAE. Submission of CAD/CAE Report as per rule 7.1 is mandatory for all teams.

For reference of judges, teams must carry the following during evaluation:

1. CAD/CAE Report
2. All CAD Models related to frame and different subsystems
3. CAE Models and analysis reports

During the evaluation, teams may be asked questions about CAE procedures, pre- processing, post-processing, optimizations, validation of CAE Results, calculations for loads, selection of material, optimization of design etc.

8.3.4 Innovation & Technology Evaluation

The aim of Innovation Evaluation is to evaluate the innovations implemented by the teams in their vehicles. This evaluation will be done only for those teams who apply for the Innovation Award. **The score for the Innovation award evaluation will not be included in the overall event score.**

Innovations will be accepted in the fully working condition and must be demonstrated to judges. Technologies already functional in Indian Automotive Industry will not be accepted; however, the new application of existing technologies will qualify this criterion.

For reference of judges, teams must present the Innovation Report comprising of following details during innovation evaluation:

- .1 Concept of the innovation implemented in vehicle
- .2 Feasibility of the mass production for implementation on big scale
- .3 Supporting data, calculations, drawings etc.
- .4 Scope of the innovation and their applications in the automotive industry

➤ Technology Evaluation

The evaluation of advance technologies and features will be done by a judging panel when the vehicle is presented before them in completely ready condition. The average of marks given by individual judges of the panel will be considered as final marks scored by a team in this event. The evaluation will be done on the basis of following parameters:

1. System Design
2. Correctness of calculations
3. Effectiveness of system
4. Ease of implementation at mass level
5. Schematic Layout, drawings, sketches etc.

8.3.5 Weight Measurement & Light Weight Score

Weight of the vehicle will be measured after all rounds of inspection and quality checks. The Vehicle having **weight within 150kg** will be entitled for light weight score.

Vehicle with minimum weight will be awarded full marks and vehicles with more than **150kg weight will be given zero marks**. All other vehicles will get a score on comparative basis.

Competition Penalties

Case	Penalty
Violation or Breaching of Event Protocols	30-50 marks for each case, Depending upon
Misconduct with volunteers or officials	100 marks
Unauthorized entry in restricted area or tracks	50 marks
Tampering with vehicle after Tech-OK	100 marks
Intended tampering with tracks or event	50 marks
Unjustified or false protest	50 marks

1. These penalties will be imposed by the Competition Organizers with the immediate effect on occurrence of each case.
2. All penalties will be deducted from overall score not from any individual event scores

9. General Rules for Competition

9.1 Drivers Training

All drivers who will participate in the dynamic tests must attend the Drivers Training sessions when called on event days. The trainings will clarify operating procedures, signals etc. and it will identify tracks features, hazards, landmarks and penalties which can be applied on team in case of not driving safely.

In unavoidable situation when the drivers cannot attend the training, any other team member may attend this training and explain to driver. If the training is not attended by any team, their vehicle will not be allowed to participate in dynamic events.

9.2 Protest

Participating teams are assumed to have full faith in the Rulebook and Event Procedures and hence any team may not protest against particular event procedures or the rulebook interpretation.

In case of any objection/misunderstanding with the judgment taken during the event or any issue with the competitors, teams may discuss with the event organizers. But all such complaints will be taken in account for official consideration and further action only when submitted in written form, addressed to Effi-Que Organizing Committee. Protest must be filed within 2 hours of the completion of related event. Decision of event organizing committee will be considered as final. Team must ensure that if complaint is found to be false or unjustified; 50 marks will be deducted as penalty from total score of the complaining team.

9.3 Workshop Facilities at Event Site

1. Each team will be allotted a pit in the Pit Area to park their vehicle and to keep the tools and spare parts.
2. General workshop facilities like welding machines, cutting tools etc. may be provided at event site, but teams are advised to bring their own necessary tools to avoid any difficulties.
3. MIG welding facility shall also be provided at the event site. Priority of usage shall be given to vehicles using alternate frame materials requiring MIG welding facility.
4. Power supply & adequate illumination will be provided in pit area.
5. **Workshop access will be given with the permission of Technical Committee.**

9.4 Vehicle Presence at Event Site

Vehicle must enter to event site before the start of technical inspection or as specified by the event organizers. Vehicle must be parked in the assigned pit after the closing of events each day. Vehicle is not allowed to go outside the event site in any case before completion of the complete event except in case of voluntarily withdrawing participation from event. If vehicle found outside the event premises, it will be disqualified from participation with immediate effect. Teams must carry all necessary arrangements to event site with them.

9.5 General Guidelines

1. Teams may be allotted a sequence and a time limit for inspection, static and dynamic evaluation. Any team failing to appear as per schedule will be considered not participating in that event. Hence teams must keep their vehicle in proper running condition and be ready for evaluation as per given schedule.
2. In case of tie-break, decision of Technical Committee will be considered final and will be agreed to all participants.
3. Technical Committee reserves the right to change the event guidelines, procedure and schedule etc. for smooth conduction of event.

SECTION F- DOCUMENTS FOR MAINEVENT

10. Additional Documents (other than Package documentation) Required for Inspections & Evaluations

All teams must carry the following documents to the event site for vehicle inspection, static events and dynamic events.

Document	Soft Copy	Hard Copy
Material Testing Report for all frame materials	Y	Y
Photos and videos of In-house fabrication	Y	--
Copy of any special permission related to vehicle / rule compliance or clarification as received from Efficycle.technical@saenis.org	Y	--
Circuit Explanation Diagram for each electrical and electronic circuit to understand the working mechanism during evaluation process	Y	Y

11. Document Required for Team Registration at Event Site

- Original Hard Copy of Team Registration Form with sign and stamp of college authorities.
- Original copy and Student ID cards of all the team members issued by college.
- Valid SAE membership cards of all the team members & faculty advisor.

12. Document Required for Driver Registration at Event Site

Following documents will be required for registration of at least 2 (Two Drivers, who will drive the vehicle at any time during the competition:

- Valid, government issued driving license of 4-wheeler.
- Copy of Medical insurance

SECTION G- CONTACT INFORMATION

13 Contacts

Details of contacts for official communication are as below:

Particular	Contact
Registration & General Communication	Efficycle.teams@saenis.org
Technical Queries & Rulebook Clarification	Efficycle.technical@saenis.org
Reports Submission	Guidelines will release later in separate document.
Official announcements & information (through online official channels)	effi.saenis.org , www.facebook.com/groups/EfficycleSAE NIS/ www.instagram.com/sae_nis_efficycle

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Note:

- 1 It should be noted that the various electric powertrain components like Battery packs, Battery Management System and traction motor should be arranged by the participants themselves.
- 2 The complete integration and assembly of drivetrain including the design of vehicle shall be presented by the participants which can be utilized in real world application
- 3 The design should be commercially viable as a market product and should be attractive to the consumers
- 4 The designing, fabricating and validating the vehicle shall be as per the relevant rulebook
- 5 Any alternation in the original specification / operating standards of the components of the vehicle shall be liable to the disqualification.

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