2026 ルール変更・ローカルルール解説

2026 Rule Changes & Local Rules

Part 2

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T - Technical Aspects -

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Driver Leg & Hop Protection T.1.3.1, T.1.3.2

2025

T.1.3.1 The driver's feet and legs must be completely contained inside the Major Structure of the Chassis.

T.1.3.2 While the driver's feet are touching the pedals, in side and front views, any part of the driver's feet or legs must not extend above or outside of the Major Structure of the Chassis.

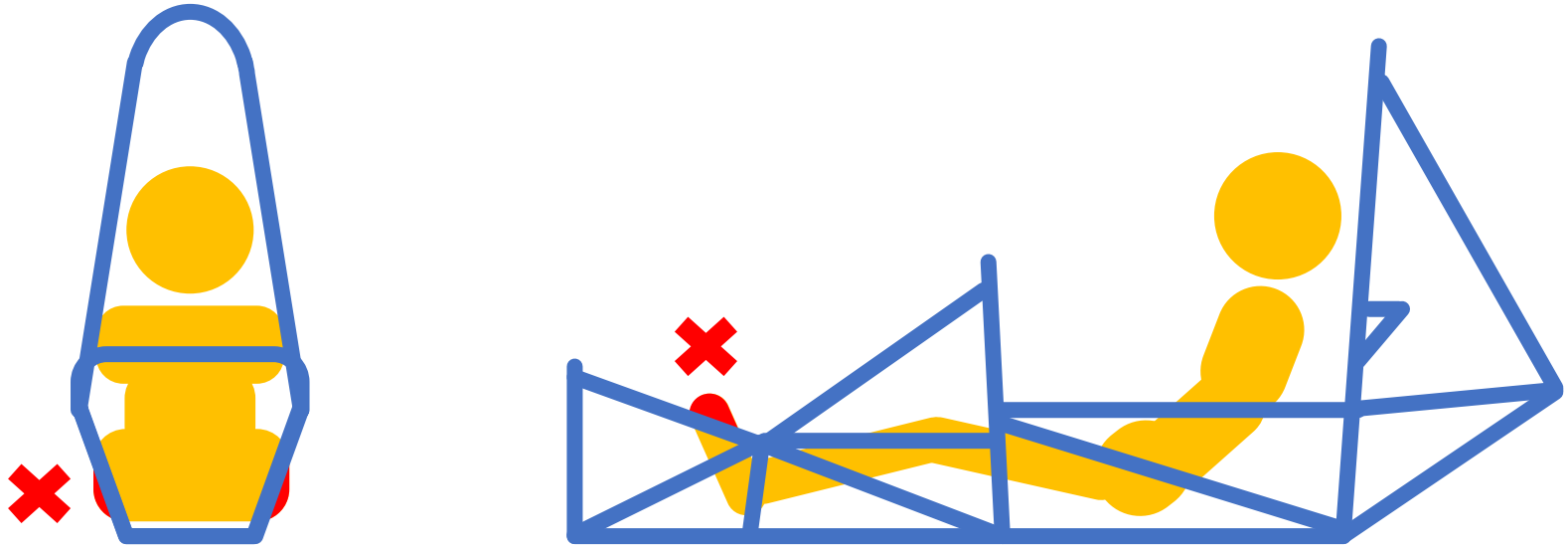
2026

T.1.3.1 The driver's hips must be completely contained inside the Major Structure of the Chassis

T.1.3.2 While the driver's feet are touching the pedals, in side and front views, any part of the driver's feet and legs ahead of the Front Hoop must not extend above or outside Structural Tubing or Equivalent

脚に加え臀部の保護が追加

Added protection requirement for the Legs and Hip



Harness Installation T.2.4

2025

T.2.4.4 Attachment of tabs or brackets must meet these:

b. Welded tabs or eyes must have a base at least as large as the outer diameter of the tab or eye

T.2.4.5 Eyebolts or weld eyes must:

b. Be harness manufacturer supplied OR load rated for **T.2.4.3.a** minimum

Threads should be 7/16-20 or greater

2026 FSAE Rules

T.2.4.4 Attachment of tabs or brackets must meet these:

b. Welded tabs or eyes must have a minimum base dimension of the outer diameter of the tab or eye

T.2.4.5 Eyebolts or Weld Eyes must:

b. Be harness manufacturer supplied

Threads should be 7/16-20 or greater

e. Weld Eyes must have a shank inserted through a Welded Insert **F.3.4.3**

T.2.4.4b 文言が変わっただけで内容は変わらない

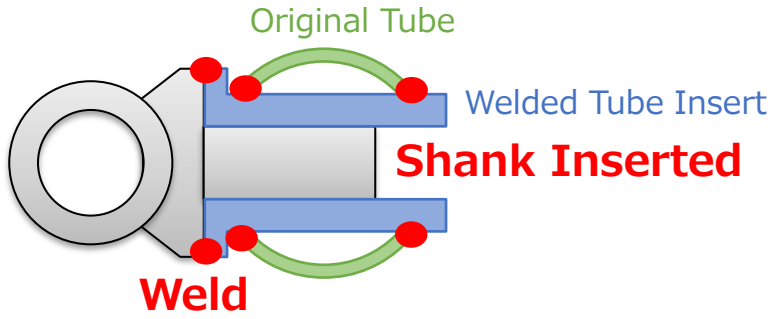
The meaning remains the same (Only the wording has changed)

T.2.4.5b Eyebolt, Weld Eyeはハーネスメーカ製のものに限定された

Eyebolts and Weld Eye MUST be harness manufacturer supplied.

T.2.4.5e Weld EyeはWelded Tube Insertへの挿し込みが必要

Weld Eyes MUST have a shank inserted through a Welded Tube Insert



Harness Installation T.2.4, J2026-T-02

2025

T.2.4.4 Attachment of tabs or brackets must meet these:

b. Welded tabs or eyes must have a base at least as large as the outer diameter of the tab or eye

T.2.4.5 Eyebolts or weld eyes must:

b. Be harness manufacturer supplied OR load rated for **T.2.4.3.a** minimum

Threads should be 7/16-20 or greater

2026 FSAE Rules + J2026-T-02

T.2.4.4 Attachment of tabs or brackets must meet these:

b. Welded tabs or eyes must have a minimum base dimension of the outer diameter of the tab or eye

T.2.4.5 Eyebolts or Weld Eyes must:

b. Be harness manufacturer supplied **OR load rated for T.2.4.3.a minimum**

Threads should be 7/16-20 or greater

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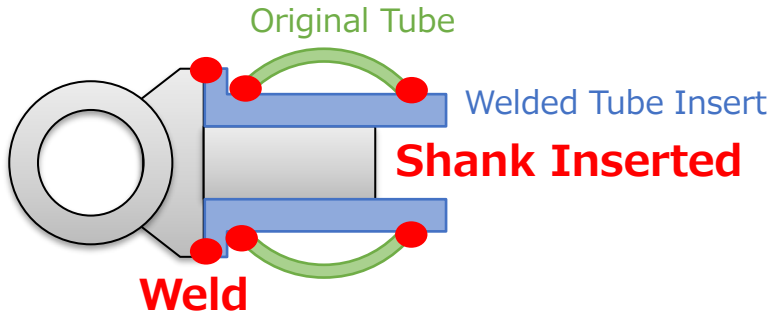


2026年大会に限りJ2026-T-02によりEye Bolt は2025 FSAE Rules同等に緩和

Only for FSAEJ 2026, Eyebolts regulation is relaxed as the 2025 FSAE Rules by J20256-T-02

Harness Installation T.2.4, J2026-T-02, J2026-T-03

J2026-T-03 Additional Rules for Driver Harness Installation
(refer to Formula SAE® Rules 2026 T.2.4 – T.2.7)
Transitional rule only for 2026
We highly recommended First year vehicle to comply with 2026 FSAE Rules.

One belt may be attached to the eyebolt compliance with JIS B 1168-1994.

- If shoulder or Lap harness is mounted to the above as an eyebolt, it must be M10 or greater.
- If anti-submarine harness is mounted to the above as an eyebolt, it must be M8 or greater.
  "As an eyebolt" stands for fastening with its thread.
- T.2.4.4b and T.2.4.5e are NOT required for the above as a pad-eye, if its base is welded all perimeter.
  "As a pad-eye" stands for cut off its thread part and welding its eye part.

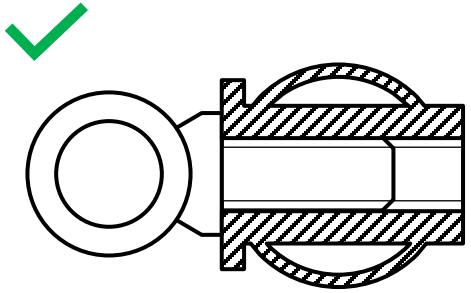
For shoulder and/or anti-submarine, wrap mounting is recommended.
Refer to the following table.

		1 Belt		2 Belts
		Shoulder/Lap	Anti-sub	All
Eye-Bolt compliance with JIS B 1168-1994	M8	Not OK	OK	Not OK
	M10 or more	OK	OK	Not OK
above as Pad-Eye (welded all perimeter)	M8 or more	OK	OK	Not OK

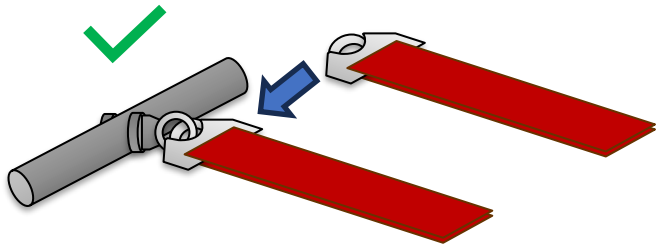
Eyebolt Installation 2027 or later (preliminary announcement)

- 2027年にEyebolt / Weld Eye ローカルルール(Inc. JIS Eyebolt)廃止予定
  Eyebolt / Weld Eye Local Rules (Inc. JIS Eye bolt) will be abolished in 2027

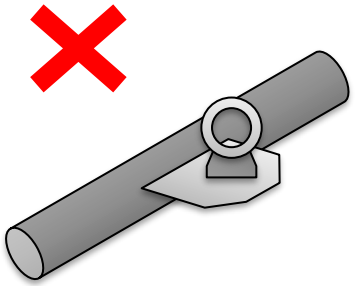
- 理由 / Reason
  ハーネスメーカ製のEyeboltが国内で容易に入手可能
  Eye bolts Harness manufacturer supplied can be bought easily in Japan.



Threaded Insert



Lap
T.2.5.6a eyebolt through a welded tube insert
Shoulder
T.2.6.3c clip to an eye loaded in tension on the Shoulder Harness Mounting bar
Anti-Sub
T.2.7.4a eyebolt through a welded tube insert



Eye bolt attached to a tab or bracket

Head Restraint T.2.8

T.2.8.4 Items must not:

a. Attach to the material or structure of the Head Restraint

b. Be 25 mm or less to the Head Restraint

ヘッドレストやヘッドレストの構造(ステーやブラケット、パイプ)には何もつけてはならない
Nothing may be attached to the Head Restraint or headrest structure (stays, brackets, pipes)

ヘッドレスト周辺(25mm以内)に何もあってはならない
Nothing may be around (within 25mm) the Head Restraint

Brake Overtravel Switch (Circuit) T.3.3.5

2025

T.3.3.5 The BOTS must be implemented with analog components, and not using programmable logic controllers, engine control units, or similar functioning digital controllers.

2026

T.3.3.5 The BOTS circuit must be implemented with analog components, not using programmable logic controllers, engine control units, or similar functioning digital controllers

BOTSを構成する回路全体がアナログコンポーネント
(非プログラマブル電気電子部品)で作られていなければならない
The BOTS circuit must be made with analog components.

ECUやその他のプログラマブルな制御器を介してはならない
ECU or other programable controllers MUST NOT be used in BTOS circuit.

APPS T.4.2.3, J2026-T-04

2025

T.4.2.3 The APPS sensors must have different transfer functions which meet one of the two:

- Each sensor has different gradients and/or offsets to the other(s). The circuit must have a pull-up or pull-down resistor to bring an open circuit input to 0% Pedal Travel
- An OEM pedal sensor with opposite slopes. Non OEM opposite slope sensor configurations require prior approval.

The intent is that in a short circuit the APPSs will only agree at 0% Pedal Travel

2026

T.4.2.3 The APPS sensors must meet the three:

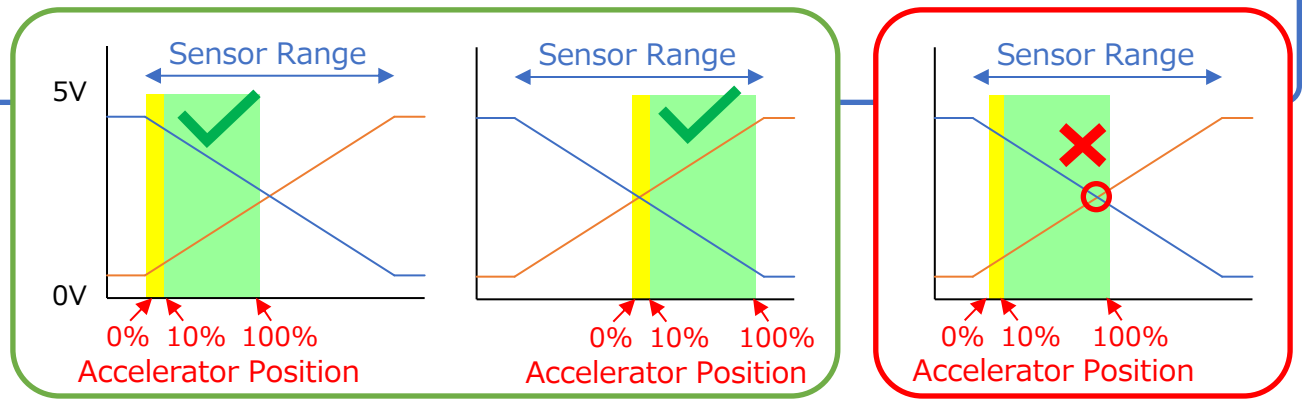
- Have different transfer functions which have different gradients and/or offsets to the other(s)
- Have a pull-up or pull-down resistor in circuit to bring an open circuit input to 0% pedal travel
- At any pedal position above 10%, the pedal travel output of a single sensor must differ by minimum 10% from any other sensor

  Opposite slope sensors that do not meet this requirement will not be permitted

- 異なる勾配 and/or 異なるオフセット
  Different gradients and/or offset
  → センサ電源異常(電圧ドロップ/GND浮き)の検出のため
  To detect abnormalities in the sensor power supply.

- Pull-up/down抵抗
  Pull-up/down resistor
  → 断線検出のため(High-Zでは不定値となることが多い)
  For reliable detection of broken wires

- アクセル開度10%より大きい開度で
  ほぼ同じ電圧になる開度があってはならない
  No throttle opening greater than 10% that results in approximately the same voltage.
  → 信号線同士の短絡失陥を検出するため
  For reliable detection of short circuit between signal lines



J2026-T-04にて適合は求めないが満足することが望ましい
APPS sensors do not need to satisfy this rule. (J2026-T04)
But we highly recommend to satisfy it.

Critical Fastener & Positive Locking Mechanism T.8.2.2, T.8.2.3

2025

T.8.2.2 All threaded Critical Fasteners must be one of the two:

- Hex head
- Hexagonal recessed drive (Socket Head Cap Screws or Allen screws/bolts)

T.8.3.2 Examples of acceptable Positive Locking Mechanisms include, but are not limited to:

a. Correctly installed safety wiring
b. Cotter pins
c. Nylon lock nuts (where temperature does not exceed 80°C)
d. Prevailing torque lock nuts

Lock washers, bolts with nylon patches and thread locking compounds (Loctite®), DO NOT meet the positive locking requirement

2026 FSAE Rules

T.8.2.2 All threaded Critical Fasteners must be one of the two:

- Hex head
- Hexagonal recessed drive with cap head (Socket Head Cap Screws or Allen screws/bolts)

T.8.2.3 Critical Fasteners must not be countersunk types

T.8.3.2 Examples of acceptable Positive Locking Mechanisms include, but are not limited to:

a. Correctly installed safety wiring
b. Cotter pins
c. Nylon lock nuts (where temperature does not exceed 80°C)
d. Prevailing torque lock nuts

Lock washers, bolts with nylon patches and thread locking compounds (Loctite®), DO NOT meet the positive locking requirement. A latch requires an additional Positive Locking Mechanism

T.8.2.3 皿ボルトをCritical Fastenerとして使用してはならない

Countersunk bolt must NOT be used as Critical Fastener

注 / Note：

極低頭ボルトに頭部も含めて強度区分8.8以上のものはないので注意

No extra low head bolts may be used as Critical Fastener, because they don’t satisfy T.8.2.1.

T.8.3.2 Positive Lockが求められる箇所ではLatch にも Positive Lockが必要

A latch requires additional Positive Locking Mechanism

Sample image of
Latch with Positive Lock

LV Battery Protection T.9.2.1 (J2026-F-09)

2025

T.9.2.1 All Low Voltage Batteries and onboard power supplies must be securely mounted inside the Chassis below the height of the Shoulder Belt Mount **T.2.6**

2026

T.9.2.1 All Low Voltage Batteries and onboard power supplies must be fully and securely mounted inside chassis structure below the height of the Shoulder Belt Mount **T.2.6**

This chassis structure must be sufficient for suspension mounting

J2026-F-09

J2026-F-09Non Structural Tubing
(refer to Formula SAE® Rules 2026 F.3.3、T.6.1.7、T.9.2.1、T.1.1)

The rule F.3.3.2 does not apply to T.1.1,T.6.1.7, and T.9.2.1. Even if it is Non-structural tubing, it will NOT be ignored.

T.9.2.1, T.6.1.7, T.1.1はF.3.3の対象外とする
当該箇所ではNon Structural Tubeを無視しない

LV Battery のProtectionはNon structuralで構わないが、
サスペンションが取り付けられる程度の強度・剛性を持った構造であること

Inertia Switch T.9.4.2

2025

T.9.4.2 The Inertia Switch must be:

a. A Sensata Resettable Crash Sensor or equivalent

b. Mechanically and rigidly attached to the vehicle

c. Removable to test functionality

2026

T.9.4.2 The Inertia Switch must be:

a. A resettable automotive crash sensor

b. Mechanically and rigidly attached to the vehicle

c. Removable to test functionality

T.9.4.2a 自動車用リセッタブル衝突検知センサであればOK

A resettable automotive crash sensor MUST be used

VE - Vehicle and Driver Equipment -

- **Vehicle Number stickers & SAE Logo** J2026-VE-01, J2026-VE-02
- **Size of Technical Inspection Stickers** J2026-VE-03

Vehicle Number stickers & SAE Logo J2026-VE-01, J2026-VE-02

VE - Vehicle and Driver Equipment

J2026-VE-01 Vehicle Number stickers

(refer to Formula SAE® Rules 2026 1.1)

The base for Vehicle Number stickers will be supplied to the teams at the competition site by the organizer (APPENDIX J-VE-1). They have approximate dimensions of 297 mm (width) × 210 mm (height). Teams must create their own Vehicle Number stickers and attach to the base. Vehicle number stickers will not be supplied by the organizer. The numerical data shown in the sample will be published on the team page. Locations; In three places, on the front of the chassis and the left and right sides. The left and right sides must be attached in a place that can be seen from the side.

J2026-VE-02 SAE Logo

(refer to Formula SAE® Rules 2026 VE.1.3)

The SAE International Logo is not required.

ゼッケンベースは大会事務局から支給

The bib base will be provided by JSAE.

Car No. は各自で作成し、ゼッケンベースに貼り付ける

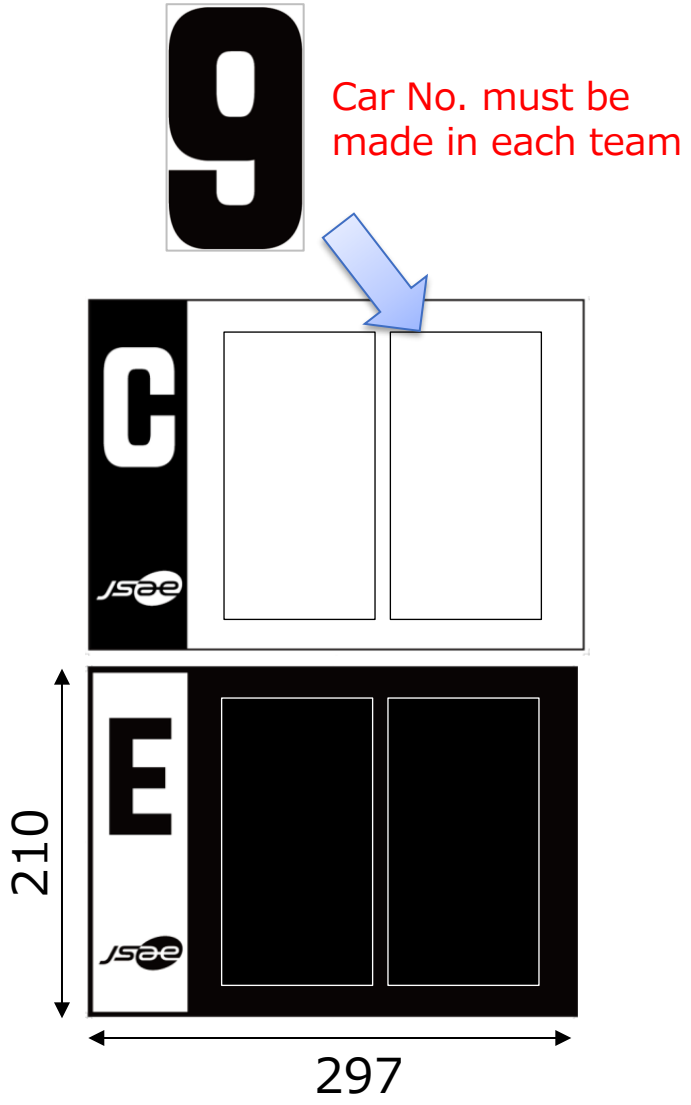
Each team must make own car number and attach it to the bib base.

数字の図形データは事務局より共有される

The figure data will be shared by the secretariat.

0123456789

0123456789



Size of Technical Inspection Stickers J2026-VE-03

J2026-VE-03 Size of Technical Inspection Stickers
(refer to Formula SAE® Rules 2026 VE.1.4)

The stickers indicating that the technical inspection has been passed are divided in parts, with total dimensions of 150 mm (width) × 100 mm (height).

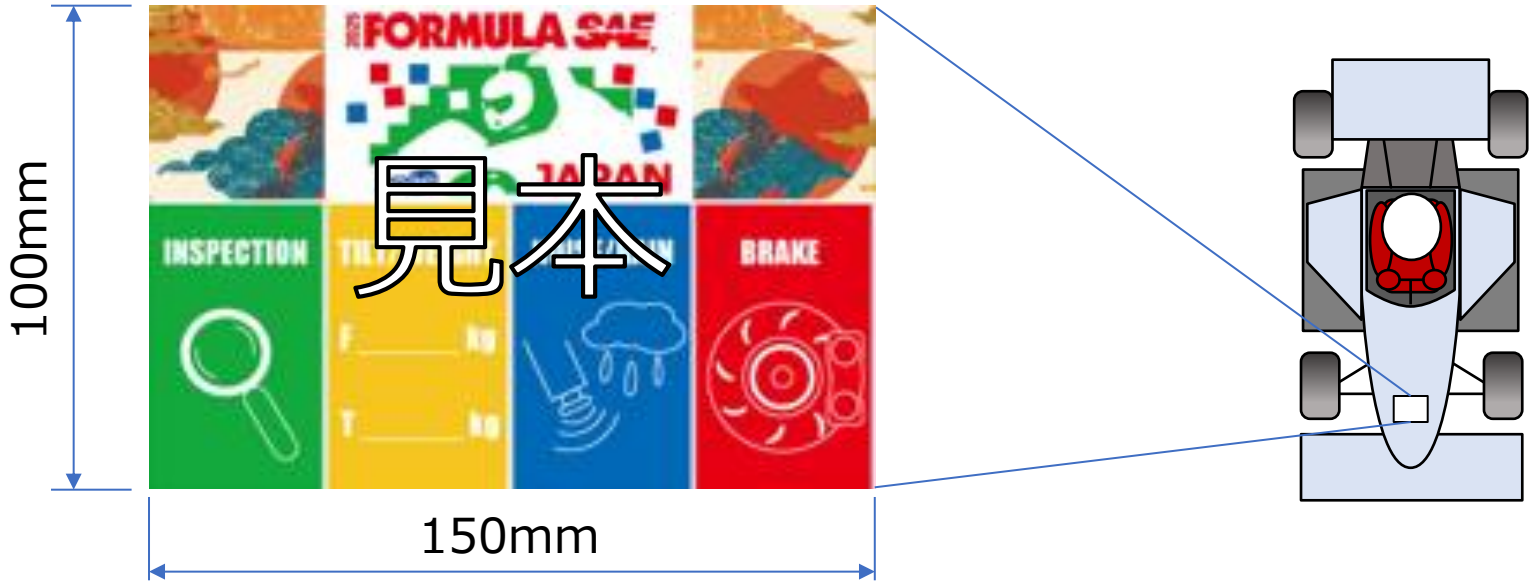


Image of the inspection sticker is used in 2025 FSAEJ

IC - Internal Combustion Engine Vehicles -

- **Reorder** IC.4.2 ↔ IC.4.3 (解説省略 / Omit Explanation)
- **BSPD** IC.4.8

2025

IC.4.8.1 A standalone nonprogrammable circuit must be used to monitor the electronic throttle control.

The BSPD must be provided in addition to the **Throttle Plausibility Checks IC.4.7**

IC.4.8.3 The BSPD must monitor for these conditions:

a. The two of these for more than one second:
   - Demand for Hard Braking **IC.4.6**
   - Throttle more than 10% open **IC.4.4**

b. Loss of signal from the braking sensor(s) for more than 100 msec

c. Loss of signal from the throttle sensor(s) for more than 100 msec

d. Removal of power from the BSPD circuit

2026

IC.4.8.1 A standalone circuit (the "BSPD Circuit") must monitor the electronic throttle control

The BSPD must be provided in addition to the **Throttle Plausibility Checks IC.4.7**

IC.4.8.2 The BSPD Circuit must not contain programmable elements or programmable components

IC.4.8.4 The BSPD must monitor for these conditions:

a. The two of these for more than one second:
   - Demand for Hard Braking from BSE **IC.4.6**
   - Throttle more than 10% open from TPS **IC.4.4**

b. Loss of signal from a braking sensor for more than 100 msec

c. Loss of signal from a throttle sensor for more than 100 msec

IC.4.8.8 Removal of power from the BSPD Circuit must open the Shutdown Circuit **IC.9.2.2**. The Shutdown Circuit may close when power to the BSPD circuit returns (**IC.4.8.6** does not apply)

・BSPD回路の定義明確化
Clarification of the definition of BSPD circuits

・BSPD回路の電源喪失時のふるまい変更
Changed the behavior of the BSPD circuit when power is lost

IN - Technical Inspection -

- **Reorder** IN.1-17
- **Inspection part** IN.3, J2026-IN-03
- **Tractive Battery Pack Inspection** IN.5
- **Monocoque Inspection** IN.6.3.4
- **Reinspection after TBC charging** J2026-IN-10

Reorder IN.1-17

2025	2026
• IN.1 Inspection Requirements	• IN.1 Inspection Requirements
• IN.2 Inspection Conduct	• IN.2 Inspection Conduct
• IN.3 Initial Inspection	• IN.3 Inspection Part
• IN.4 Electrical Technical Inspection(EV Only)	• IN.4 Initial Inspection / Gear Check
• IN.5 Driver Cockpit Checks	• IN.5 Tractive Battery Pack and Charger Inspection (EV Only)
• IN.6 Driver Template Inspections	• IN.6 Mechanical Technical Inspection
• IN.7 Cockpit Template Inspection	• IN.7 Driver Template Inspections
• IN.8 Mechanical Technical Inspection	• IN.8 Cockpit Template Inspection
• IN.9 Tilt Test	• IN.9 Driver Cockpit Checks
• IN.10 Noise and Switch Test (IC Only)	• IN.10 Active Inspection / EV Active (EV Only)
• IN.11 Rain Test (EV Only)	• IN.11 Tilt Test
• IN.12 Brake Test	• IN.12 Noise and Switch Test (IC Only)
• IN.13 Inspection Approval	• IN.13 Rain Test (EV Only)
• IN.14 Modifications and Repairs	• IN.14 Brake Test
• IN.15 Reinspection	• IN.15 Inspection Approval
	• IN.16 Modifications and Repairs
	• IN.17 Reinspection

Inspection part IN.3 IN.3, J2026-IN-03

IN.3 INSPECTION PARTS

IN.3.1 Inspection Steps

Technical Inspection includes the following steps:

- Initial Inspection / Gear Check
- Tractive Battery Pack and Charger Inspection (EV only)
- Mechanical / Electrical Inspection
- Active Inspection / EV Active (EV only)
- Tilt Check
- Noise Check (IC only)
- Rain Test (EV only)
- Brake Test

IN.3.2 Step Details

The specific items for each step and sequence for inspection are on the Technical Inspection Sheets published before the competition

IN.5.3 Inspection Completion

The Tractive Battery Pack must not be at any Static Event (installed in the vehicle or not installed) before Tractive Battery Pack Inspection is fully completed

IN.6.5 Mechanical / Electrical Inspection Completion

IN.6.5.1 All vehicles must pass Mechanical / Electrical Inspection before a vehicle may try any further inspections

IN.6.5.2 (EV only) Electric Vehicles must pass Tractive Battery Pack Inspection and Mechanical / Electrical Inspection before the vehicle may try any further Inspections. See **EV.11.3.2**

IN.10.4 Active Inspection / EV Active Completion

IN.10.4.2 Electric Vehicles must pass Active Inspection / EV Active before the vehicle may try any further Inspections

IN.11.3 Tilt Test Completion

Tilt Tests must be passed before a vehicle may try any further inspections

IN.12.8 Noise Test Completion

Noise Tests must be passed before a vehicle may try any further inspections

IN.13.3 Rain Test Completion

IN.13.3.2 The Rain Test must be passed before a vehicle may try any further inspections

J2026-IN-03 Relaxation of Inspection Completion

(refer to Formula SAE® Rules 2026 IN.5.3, IN.6.5.2, S.4.6.2.a)

The Tractive Battery Pack Inspection does not need to be fully completed before Static Events.

We do not apply IN.6.5.2 nor S.4.6.2.

Monocoque Inspection IN.6.3.4, J2026-IN-09

2025

IN.8.3.4 A team found to be improperly presenting any evidence of the manufacturing process may be barred from competing with a monocoque.

2026

IN.6.3.4 A team found to be improperly presenting any evidence of the manufacturing process may be barred from competing with a monocoque or require additional documentation or inspection

J2026-IN-09

J2026-IN-09 Clarification regarding Monocoque
(refer to Formula SAE® Rules 2026 IN.6.3.1)

The laminate thickness (In some cases the skin thickness also) will be measured using the special caliper shown in APPENDIX J-IN-1.
And both sides of the inspection holes must be directly visible. Evidence by photographs will not be accepted.

(refer to Formula SAE® Rules 2026 IN.6.3.4)

If the laminate test sample is thicker than the thickness described about Laminate Test (F.4.2) in the SES, the vehicle will be disqualified from the inspection.

If the laminate thickness of the actual vehicle is thinner than that described in the SES, F.4.4 Flat Panel calculation based on actual measurements must be equivalent or more. If it is not equivalent, the vehicle will be disqualified from the inspection.
The thickness of laminate in the SES will be adjusted by that of core. Scale option (layer repeats) must NOT be changed.

実質的に2025年からの変更はない
In effect, nothing is changed from 2025

Reinspection after TBC charging J2026-IN-10

J2026-IN-10
(refer to Formula SAE ® Rules 2026 IN.6.5.2)

If the firewall or positive lock is removed after the vehicle inspection in order to charge the traction battery pack, a technical re-inspection after charging is not required, provided that the vehicle is correctly restored to the same condition as it was at the time of inspection. However, if any defect is found in the vehicle, a re-inspection may be requested at IN.1.4

Tractive Battery充電時に取り外すためにFirewallやPositive Lock Mechanismを外した場合、充電後に車検通過時と同じ状態に戻すことを条件に、再車検を要求しない