

2025 Formula SAE Japan – Monozukuri Design Competition – 2025 FSAEJ Participation Rules

Revised: February 12,2025

2025 Formula SAE Japan (FSAEJ) is hosted by the Society of Automotive Engineers of Japan (JSAE) in accordance with the rules described below, the Formula SAE® Rules 2025, the 2025 FSAEJ Participation Rules, and the 2025 FSAEJ Local Rules. Items described in the Participation Rules and the Local Rules take priority over the Formula SAE® Rules 2025.

Article 1 Competition Name

2025 Formula SAE Japan - Monozukuri Design Competition -
Abbreviation Code: FSAEJ

Article 2 General Policy

2025 FSAEJ will operate all Static events (Cost and Manufacturing event, Design event, Presentation event.), Technical Inspection and Dynamic events are to be held on-site.
The details of the Static events and Dynamic event will be released in 2025 FSAEJ Local Rules (2nd Edition).

Article 3 Date

From Monday, September 8 to Saturday, September 13, 2025

*Time schedule details will be announced later.

*JST time is applied unless otherwise stated.

Article 4 Venue

Aichi Sky Expo (Aichi International Exhibition Center), Centrair, Tokoname City, Aichi Prefecture
URL: <https://www.aichiskyexpo.com/?lang=en>

Article 5 Organizer

Society of Automotive Engineers of Japan, Inc. (JSAE)

Article 6 Formula SAE Japan Office

Society of Automotive Engineers of Japan, Inc. (JSAE)

Address: 10-2 Gobancho, Chiyoda-ku, Tokyo 102-0076 Japan

Tel.: +81-3-3262-8214, email: formula@jsae.or.jp, URL: <https://www.jsae.or.jp/formula2/en/index.php>

Article 7 Competition Officers

Board of Formula SAE Japan

Chairperson:	Chika Kako
Vice Chairpersons:	Naoya Fujimoto Harufumi Muto

Rules Committee

Chairperson:	Natsuo Tsuji
Vice Chairperson:	Yuu Owada

Executive Committee

Chairperson:	Naoto Sunako
Vice Chairpersons:	Kotaro Imamoto
Vice Chairpersons:	Kazuya Magoori
Technical Inspection Leader:	Toshinari Shimizu
EV Leader:	Kazunari Shirai
Presentation Event Leader:	Takahiko Masuda
Cost & Manufacturing Event Leader:	Ken Suzuki
Design Event Leader:	Takuya Saito
Dynamic Events Leader:	Hiroataka Nakazawa
Operation & Safety Leader	Takashi Tsuchiya
PR Leader:	Kazuya Yamamoto
Secretariat:	Masaki Goto, Ken Shijo, Shinya Tanaka, Seiji Nakano

Article 8 Official Languages

Japanese or English

Article 9 Competition Classes

1. ICV Class
2. EV Class

Up to a total of 90 teams may participate.

Each class will be judged and ranked.

Note for ICV teams: Gasoline will be the only fuel provided. No E85 will be provided.

Article 10 Vehicle Production Regulations

The vehicles must be fabricated in compliance with the Formula SAE® Rules 2025 and 2025 FSAEJ Local Rules.

Article 11 Participation Requirements

The teams must fulfill the following requirements.

- 1. Educational institutes will be permitted to register only one team and one vehicle, but with exemption to the following cases.**
 - 1) An institute has multiple campuses and team participate on per campus basis.
 - 2) Participation in both the ICV class and the EV class.
 - 3) A team is composed of members from two or more educational institutes.

2. Team members

- 1) Team members must be students of national colleges of technology, junior colleges, universities, graduate schools, or similar education / training institutes. Individuals who have graduated within seven months prior to the competition date are also eligible. There is no age limit.
- 2) When one educational institute participates in both ICV and EV classes, team members and drivers may participate in both classes.
- 3) Drivers participating in the competition must be 18 years old or above and comply with rule AD.3.3 of the Formula SAE® Rules 2025.

3. Faculty Advisors (FA)

- 1) The FA must be responsible for all team activities as a representative of the educational institute and must register for the competition in the same way as the team members.
- 2) A team may have multiple FAs, and FAs may be changed until the team registers on-site.
- 3) During the period of competition, FA must be responsible for all team activities including non-competition matters related to safety (including vehicle maintenance work and high-voltage work), health, and the attitudes of team members.
- 4) The FA as a general rule must accompany the team while the Competition is in progress at the event site. However, the FA may be located away from the Competition site provided that the location is clearly understood by the team and the team FA is able to return to the site within 1 hour if called.
- 5) If the educational institute participates in both the ICV and EV classes, the FA may be responsible for both ICV and EV entries.
- 6) Teams composed of members from two or more educational institutes must have at least one FA from each institute.

4. Electrical System Officer (ESO) and Electric System Advisor (ESA) – EV Class Only

- 1) An ESO must accompany the car whenever it is operated or moved around the event site.
- 2) The FA may be the ESA if the requirements are met.
- 3) Formula SAE Japan provides ESO training as part of its safety education. The ESO of teams participating in the EV class must study the course materials provided by the organizer and achieve the specified score in an online test. However, it should be noted that the purpose of this test is to raise awareness of safety. The test will not result in the awarding of a qualification or certification by the organizer.
- 4) The ESA must have significant experience of the technology that is being developed and its implementation into vehicles or other safety critical systems, such that they are adequately qualified to advise the team on their proposed electrical and control system designs.

Note: It is not necessary for the ESA to be a staff member of the educational institute. Teams may have more than one person acting as ESA to achieve this requirement.

(Refer to rules AD.5.2 and AD.5.3 of the Formula SAE® Rules 2025.)

5. Insurance

All team members and FAs must have effective insurance to cover injury and medical treatment during the period of the onsite events.

Note: It is highly recommended that teams obtain insurance that covers their Formula Student activities throughout the year.

Article 12 Team Participation Application

1. **Application:** From 12:00, Monday, January 20, 2025

2. **Application Deadline:** 14:00, Thursday, January 23, 2025

3. How to Apply

Please apply online via the following website.

https://tech.jsae.or.jp/formula/2025team_en/registration.aspx

4. **Number of Registered Teams:** The upper limit is **90 teams**.

The registered teams are determined by the following priority order.

First priority: Japanese teams.

Second priority: Teams from countries or regions* not included in priority 1 (1 team per country or region).

* See the “Other Area” section on the homepage of the Ministry of Foreign Affairs of Japan or a definition of these regions (<https://www.mofa.go.jp/region/index.html>)

Third priority: In order of application arrival.

5. Finalizing the Registration

The first Pending List will be released on Thursday, January 30, 2025 on the FSAEJ official website (<https://www.jsae.or.jp/formula/en/>).

The deadline for payment of the registration fee is Friday, February 7, 2025.

Note: • The Pending List contains the teams that can register for 2024 FSAEJ by paying the registration fee.

The Waiting List contains the teams waiting to be moved to the Pending List.

• After application, teams will be allocated to the Pending List or Waiting List in the above priority order. Teams at or above 90th place in this order will be placed on the Pending List and teams at or below 91st place will be allocated to the Waiting List.

• Teams placed on the Pending List must complete their registration by paying the registration fee before the deadline.

• Teams must submit an image of their payment certification to the FSAEJ Office by email (formula@jsae.or.jp).

• Teams that fail to submit this payment certification image by the payment deadline will be regarded as withdrawn and removed from the Pending List.

• If 90 teams have not completed registration by Friday, February 7, 2025, teams on the Waiting List will be added to the Pending List following the priority order.

• After Monday, February 10, 2025, the pending list will be updated every Monday until the 90th team is added, and the deadline for payment of the registration fee will be Friday of the same week.

• Teams on the Waiting List **MUST NOT** pay the registration fee. Once paid, the registration fee will not be refunded under any circumstances.

6. Additional Application

If the number of Registered Teams does not reach the upper limit (80 teams), an additional application may be opened after Monday, January 27, 2025.

7. Registration Fee: There are two classes of the registration fee.

1) If all team members (including FAs) are members of one of the following societies:

(1) SAE International (2) SAE Australasia (3) SAE Brazil (4) IMechE (5) VDI or (6) JSAE: ¥110,000 per team (tax included)

Note: All members must be a member of one of societies (1) - (6) and input their membership

number upon registration. ESAs do not require membership.

2) In all other cases: ¥220,000 per team (tax included)

Note: This fee includes consumption tax. This tax is charged to both Japanese and non-Japanese participants in accordance with the law. **All bank charges must be paid by the team.**

8. Payment: Bank Transfer (only the following details are valid)

1) Bank Details:

Bank Name: MUFG Bank, Ltd., Ichigaya Branch
(Bank No.: 0005-014)

Account Holder: SOCIETY OF AUTOMOTIVE ENGINEERS OF JAPAN, INC.

Account No.: 1299678 (Ordinary)

SWIFT BIC: BOTKJPJT

SWIFT code: BOTKJPJTXXX

Bank Address: 4-1, Kojimachi, Chiyoda-ku, Tokyo, 102-0083 Japan

Article 13 Submission of Documents

Documents must be submitted on the team page (https://tech.jsae.or.jp/formula/2025team_en/login.aspx).

Team can resubmit as many times as you like before the submission deadline.

Category	Item to be submitted	Submission format (file format/maximum size)	Note	Submission Deadline		Delay Deadline	Results Announcement
Registration documents	Copies of student IDs with pictures	PDF/10MB	Not required if ALL team members are members of the societies listed in Article 12	14:00, Thursday, July 17			
	Copies of driver's license	PDF/10MB	All drivers are required to submit a copy of their driver's license.				
	Certificate of insurance coverage	PDF/10MB	Check the Information of the registration documents on the team page.				
Technical Inspection	Structural Equivalency Spreadsheet (SES)	Excel/20MB		Initial Submission Deadline	14:00 Thursday, March 6	14:00 Friday, March 7	Return by Friday, April 18
				1st Resubmission Deadline	14:00 Thursday, May 8	14:00 Friday, May 9	Return by Friday, May 30
				2nd Resubmission Deadline	14:00 Thursday, June 12	14:00 Friday, June 13	Return by Friday, July 4

Category	Item to be submitted	Submission format (file format/maximum size)	Note	Submission Deadline		Delay Deadline	Results Announcement
ETC (ICV Using ETC only)	Electrical System Form (ESF)	Dedicated format for FSAEJ/40MB	Examination method is the same as Article 16 (3)	Initial Submission Deadline	14:00 Thursday, April 3	14:00 Friday, April 4	Return at any time
				Resubmission Deadline	14:00 Thursday, May 29		
				Final Resubmission Deadline	14:00 Thursday, July 24		
EV (EV Class only)	ESO/ESA form	Dedicated format for FSAEJ/10MB	If it changes after the deadline, e-mail to fomula@jsae.or.jp	14:00 Thursday, February 20		14:00 Friday, February 21	
	Electrical System Form (EV-ESF)	Dedicated format for FSAEJ/40MB		Initial Submission Deadline	14:00 Thursday, April 3	14:00 Friday, April 5	Return at any time
				Resubmission Deadline	14:00 Thursday, May 29		
				Final Resubmission Deadline	14:00 Thursday, July 24		
Charging Plug Spec Form	Dedicated format for FSAEJ/20MB		14:00 Thursday, July 10				
Shakedown Certificate		MPG, MP4, WMV/40MB	The pass/fail result of the Shakedown Certificate submitted by 14:00 on Thursday, July 31, will be announced on Monday, August 4.	14:00 Monday, September 1			Wednesday, September 3

Category	Item to be submitted	Submission format (file format/maximum size)	Submission Deadline	Delay Deadline	Results Announcement	
Presentation Event	Business Plan Proposal (BPP)	dedicated format for FSAEJ, PDF/10MB	14:00 Thursday, May 29	14:00 Friday, May 30	End of July	
Cost and Manufacturing	Cost Report : Electronic data		14:00 Thursday, June 19	14:00 Friday, June 20	End of July	
		Entry sheet for Cost Report				dedicated format for FSAEJ, Excel/3M
	Total 300MB	Bill of Materials (BOM)				dedicated format for FSAEJ, Excel and PDF
		Cost calculation data (FCA) for each part*				
		Supporting documentation for cost calculation*	PDF			
		Cost Event Addendum	PDF/20MB	14:00 Thursday September 4		
	Real case scenario	PDF/3MB	14:00 Thursday, September 4			
Design Event	Design Documents		14:00 Thursday, June 5	14:00 Friday, June 6	End of July	
		Design Briefing				PDF/25MB
		Design Specification Sheet				Excel/3MB
		Vehicle Drawings (3 View Drawing)	PDF/3MB			

The following penalty will be counted on the Overall Score

Category	Submission past deadline	Non-submission and Required level not achieved	Response to failure
Technical Inspection (SES)	10-point penalty	Disqualified from FSAEJ	
ETC Notice of Intent /ETC-ESF		Use of ETC prohibited	
ESO/ESA form		Disqualified from FSAEJ	
EV-ESF		Disqualified from FSAEJ	Descending order of EV Inspection, etc.
Presentation Event		(A) Disqualified from FSAEJ or (B) Disqualified for Presentation Event, and -20 points from total score	
Cost and Manufacturing		(A) Disqualified from FSAEJ or (B) Disqualified for Cost and Manufacturing Event, and -100 points from total score	
Design Event		(A) Disqualified from FSAEJ or (B) Disqualified for Design Event, and -20 points from total score	
Shakedown Certificate			Cannot participate in vehicle inspection (technical / EV) Not disqualified from FSAEJ

Article 14 Submission of SES

1. Aim of submission

Early completion of SES is required as the most effective means of incorporating its details and regulations into the vehicle design, and enabling all cars participating in the competition to proceed to the dynamic events.

2. Method of implementation

The SES Templates that can be downloaded from FSAE Online.com (<http://www.fsaonline.com/>) must be used, and maintain the Original format. The protection must not be removed. Do not edit or save the file using any software other than Microsoft Excel. Compatibility software, as there is a risk of file corruption(ex: Google spreadsheets)

3. Initial Submission, 1st Resubmission, and 2nd Resubmission

If the initial submission is not accepted, the applicant will be asked to 1st resubmission of SES.

If the 1st resubmission is not accepted, the applicant will be asked to 2nd resubmission of SES.

If the 2nd resubmission is not accepted, your team disqualified from FSAEJ

*Pending/Waiting teams also need to submit the initial submission by the submission deadline. The re-submission deadline for Pending/Waiting teams will be determined and notified to the teams individually.

In these cases as well, a maximum of two re-submissions will be permitted. Teams whose submitted documents are rejected after this point will be excluded from the entry list.

4. Screening score

The acceptable level at the initial SES is scored by the number of its passed items. This score will not be disclosed. However, the order of the Technical Inspection schedule will be determined using this SES screening scores. This schedule will be released on the team page before the competition.

5. Required level not achieved

It will be treated as non-submission, if roughly one-third or more of the document items are not completed at the first submission, or if the designated form is not used.

6. Resubmission after SES Approval

Any unavoidable changes after the SES approval must be reported to the Formula SAE Japan office as soon as possible with the reason and details.

The deadline for pre-application is prior to the submission of the shakedown certificate.

Applications submitted after that time will be reviewed at the time of vehicle inspection within the time allotted to each team.

Required level not achieved

It will be treated as non-submission, if roughly one-third or more of the document items are not completed at the first submission, or if the designated form is not used.

Article 15 Submission of ESO/ESA Form

1. Aim of submission

Teams must submit the ESO/ESA form to ensure the transparency of the team organization by clearly defining the roles of ESO and ESA and confirming that the appropriate team members are registered.

2. Method of implementation

The ESO must undertake the training related to high voltage safety provided by the organizer (the Society of Automotive Engineers of Japan) and pass the test at the end of the course. A number will be awarded to people passing this test, which must be entered on the ESO/ESA form (due to be posted on the team pages by Early February 2025).

In addition, based on AD.5.2.2, any related education, training, or relevant public qualifications (excluding qualifications that are scheduled to be obtained in the future) must also be entered on the form.

3. Pass/Fail result

If the submitted documents do not meet the regulations, the judges will be treated as not submitted (failed). Even if you have not submitted your application (failed), if you resubmit it within the submission deadline after receiving feedback from the judges and it is approved, it will be treated as a successful application.

Article 16 Submission of EV-ESF

1. Aim of submission

The screening of electrical system design documents is emphasized as the most effective means of ensuring the safety of EV design, and enabling to proceed to Dynamic Events.

Resubmission may be requested several times depending on the degree of completion.

2. Method of implementation

The ESF is FSAEJ templates that can be downloaded from team page at the end of February 2025 must be used and maintain the original format. Do not edit or save the file using any software other than Microsoft Excel. Compatibility software, as there is a risk of file corruption(ex: Google spreadsheets)

3. Initial Submission

If, at the time of initial submission, approximately 1/3 or more of the sections are found to be blank, or if the designated form is not used, the document shall be treated as not submitted. Even in the case of an initial submission that has not been submitted, if the applicant submits the documents again within the initial submission deadline and the reviewer finds that the contents have been improved, the submission will be treated as an initial submission. It is recommended to submit the documents well in advance of the deadline.

4. Resubmission, and Final Resubmission

If the first submission is not accepted, the applicant will be asked to resubmit.

The second submission after the initial submission must be made by the "Second Submission Deadline".

Re-submission is possible after receiving feedback from the auditor and can be done any number of times without waiting for the deadline. (Please note that the method of feedback is different from that of SES submission as stipulated in Article 14 above.)

The order of passing the ESF and compliance with the resubmission deadlines will be one of the factors in determining the order in which EVs will be inspected at the competition.

Feedback from the judges may take up to 2 weeks.

The ESF feedback may not be provided to teams that are unable to participate in the EV and technical vehicle inspections.

5. Screening score

A "Certificate of ESF Pass" will be issued on the team page after all items have been passed.

Priority will be given to EV vehicle inspections (order of EV vehicle inspections, omission of inspection items, etc.) based on the following considerations during ESF inspections. Judging results will only be provided as feedback to the team and will not be made public.

Order of acceptance/deadline compliance/number of failed items.

Teams that have been awarded priority in the EV inspection will be announced on the team page prior to the competition.

Article 17 Power outlet for the Power supply equipment

The specifications of the power outlet for the power supply equipment used to charge the accumulator container will be posted on the team page by late June 2025.

Teams must prepare plugs for their own chargers based on the same specifications (conversion cables may be required depending on the specifications of the team's charger).

Article 18 Presentation Event

1. Presentation Concept

The presentation concept for this competition is for the teams to present their business plan to manufacture and sell the formula car designed by the team as a mass-produced product to the market envisioned by the team in order to achieve their vision as an in-house venture company, and to ask for cooperation.

2. Submission of Business Plan Proposal (BPP)

Teams must submit a **Business Plan Proposal** for pre-presentation document review. **Business Plan Proposal** must be submitted electronically using the format for this competition, which can be downloaded from the team page. If the examiner determines that there are deficiencies in the content (wrong format, lack of consideration, etc.), appropriate points will be deducted.

For details, please refer to Local Rules (2nd Edition) to be issued separately.

Article 19 Cost and Manufacturing Event

1. About Cost Reports

In accordance with Local Rules (2nd Edition), which will be issued separately, three electronic data must be submitted: (1) Bill of Materials (BOM), (2) Cost estimate data for each assembly or part (FCA), and (3) Supplement documentation for cost estimation.

2. Resubmission of Cost Reports

In the event that a serious insufficiency is found with the electronic data of the Cost Report submitted by the team, the judges may request the team to resubmit the electronic data of the Cost Report. The method of resubmission must be instructed when the resubmission request is issued. Teams that are requested to resubmit the Cost Report must resubmit the electronic data within 48 hours of the request. A request to resubmit the Cost Report will generate a -40 point penalty. Teams that fail to resubmit when requested to do so will be regarded as "not submitted".

3. Failure to submit cost reports

In addition to rule DR.1.2.5 of the Formula SAE® Rules 2025, the Cost Report must be regarded as “not submitted” in the following cases.

- a. If resubmission of the Cost Report is requested but the Cost Report is not resubmitted by the deadline.
- b. If the BOM is incomplete.
- c. If the cost estimate data for each assembly or part (FCA) is incomplete.

For details, please refer to Local Rules (2nd Edition) to be issued separately.

Article 20 Design Event

1. About Design Documents

In accordance with Local Rules (2nd Edition), which will be issued separately, three electronic data must be submitted: the design briefing, the design spec sheet, and the three-view drawing of the vehicle.

The format of the design document should be found on the official website of the competition or on FSAEOnline.com (<http://www.fsaeonline.com/>).

2. About Design Free Talk

After the design review, the judges will answer questions regarding the design review and consult with the team, depending on the team's wishes. This is called "Design Free Talk. Participation is optional.

For details, please refer to Local Rules (2nd Edition) to be issued separately.

Article 21 Shakedown Certificate

1. Aim of submission

The Shakedown Certificate must be submitted before the deadline to show that the car is completed. If the Shakedown Certificate is regarded as “not submitted” or the contents of videos are regarded as unsuitable (for example, if the videos are unclear or cannot be used to judge the degree of completion), the team may not participate in the Technical Inspections (EV and regular Technical Inspections)

2. Pass/Fail result

Only early submissions, as indicated in the table above, will have their pass/fail dates announced prior to the submission deadline. In case of rejection, the applicant must resubmit the application by the submission deadline.

3. Submission method / File format/size

Submission method: Upload to the team page.

File format/size: mpg, mp4, wmv (for Windows Media Player)/maximum 40 MB

A sample movie is provided on the team page.

4. Requirements for contents of videos

- 1) Videos must be clear and allow the Judges to make objective judgments and verifications about the following requirements.
- 2) While driving, the driver must be wearing all the necessary equipment and the impact attenuator must be mounted.
- 3) The following items must be clearly identifiable at the beginning of the video (written clearly on paper, a whiteboard, or the like): (1) the school name, (2) the car number, (3) the location of the video shoot, (4) the date of the video shoot, and (5) the name of the FA.

- 4) The video must show the car driving forward, accelerating, and stopping.
- 5) The video must show a fire extinguisher being carried at the side of the vehicle when the engine is being started with starter motor (ICVs) or when high voltage is applied (EVs).
- 6) (EVs only) The shutdown button close to the right shoulder of the driver must be pushed, and the power must fall to 60 V DC or 25 V AC RMS within 5 seconds.

Article 22 Dynamic Events

Teams must pass the Technical Inspections to proceed to the Dynamic Events. It will be conducted in accordance with 2025 FSAEJ Participation Rules, Local Rules, and Formula SAE® Rules 2025.

Article 23 Testing and work safety

1. The organizers are not responsible for the use of the vehicles outside of their competition.
2. The vehicles must not participate in events not suitable for this type of vehicles like hill climbs, drag races, wheel-to-wheel races or similar.
3. Organizers reserve the right to disqualify a team registered for their competition in case of unsafe driving behavior, especially if the reputation of the competition, sponsors and other teams is compromised.

Refer to the "Guidelines of Testing and Work Safety" to be issued in February 2025

Article 24 Follow-Up Programs

The follow-up programs listed below are planned to be held at the 2025 Competition during the online and onsite schedules for teams that have paid the participation fee and (a) have been excluded from entering the Competition or (b) have decided not to enter under their own volition.

Details are planned to be released in July 2025.

Article 25 Official Q&A

Any questions about these rules, the various other rules, or the Competition in general must be submitted via the official Q&A form on the team page that will be set up after the entry period. The purpose of the official Q&A is to ask questions about the interpretation of the Rules and to make requests to the judges. Any questions should be thoroughly discussed with team members, FAs, and the experienced before posting.

Questions such as [a] - [e] below will NOT to be answered.

[a]: Repetition of the same questions asked by other teams in same year

[b]: Checking the acceptability of individual cases

[c]: The items clearly mentioned in the Rules

[d]: Technically elementary items

[e]: Failure to mention the full name of the questioner (Formula SAE®Rules 2025GR.7.2.1).

Failure to understand the above may be to warn the FA and Team Captain.

***Team page (https://tech.jsae.or.jp/formula/2025team_en/login.aspx)**

Article 26 Awards (scheduled)

Overall Awards, Categorized Awards and Special Awards

*The details will be released in March 2025.

Article 27 Supplements

1. 2025 Local Rules will be announced on the official website at any time if it needs.
 - (1) Local Rules (1st Edition) is issued on December 20, 2024.
 - (2) Local Rules (2nd Edition) will be issued on February 10,, 2025.
2. On participating in 2025 FSAEJ, each team and the members must thoroughly read and comprehend the contents of the Formula SAE® Rules 2025 and 2025 Local Rules.
3. In case teams abandon to participate in the competition after the last update of the team list, please declare promptly (Formula SAE® Rules 2025 AD.6.5).
4. Teams must comply with Japanese laws.
5. When any doubt occurs as to the interpretation of the Rules, the decision of Rule Committee and 2025 Execution Committee has priority over all others.
6. The organizers, sponsors, and supporting institutions must assume no responsibility whatever for any accident or damage that may occur during the competition unexpectedly. The competition may be stopped based on the judgment of the organizers due to poor weather, unforeseen, or unavoidable circumstances.

Revision Record

December 20, 2024 First edition issued.

February 10 2025 Second edition issued

< Updated part >

Article 7 Competition Officers

Article 13 Submission of Documents

Article 18 Presentation Event