



2007 SAE Supermileage® Rules

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2007 SAE SUPERMILEAGE® RULES

SECTION 1 GENERAL INFORMATION

11. OBJECTIVE

The objective of the competition is to provide **SAE Student members** a challenging project allowing practical experience in design and fabrication.

12. SCOPE

In an effort to increase public awareness in the area of fuel economy and student involvement, a fuel economy competition will be held. Competing teams will be required to build a one person, fuel-efficient vehicle based on a small four-cycle engine. The vehicles will run a specified course with the vehicle obtaining the highest combined kilometers per liter (miles per gallon) rating plus design segment points winning the event.

13. COMPETITION RULES

The SAE Supermileage Rules are the responsibility of the SAE Supermileage Rules Committee and are issued under the authority of the SAE University Programs Committee. Official announcements from the SAE Rules Committee, SAE or the other SAE organizers shall be considered part of and shall have the same validity as these rules.

Ambiguities or questions concerning the meaning or intent of these rules will be resolved by the SAE Supermileage Rules Committee, SAE staff or by the individual competition organizers as appropriate.

13.1 Rules Validity

The SAE Supermileage Rules posted on the SAE website and dated for the calendar year of the competition are the rules in effect for the competition. Rule sets dated for other years are invalid.

13.2 Rules Compliance

By entering a SAE competition the team, members of the team as individuals, faculty advisors, and other personnel of the entering university agree to comply with, and be bound by, these rules and all rule interpretations or procedures issued or announced by SAE, the SAE Supermileage Rules Committee, and the other organizing bodies. All team members, faculty advisors and other university representatives are required to cooperate with, and follow all instructions from, competition organizers, officials, and judges.

13.3 Understanding the Rules

Teams are responsible for reading and understanding the rules in effect for the competition in which they are participating. The section and paragraph headings in these rules are provided only to facilitate reading; they do not affect the paragraph contents.

13.4 Participating in the Competition

Teams, team members as individuals, faculty advisors and other representatives of a registered university or high school 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 the site at the conclusion of the competition or earlier by withdrawing.

13.5 Official Communications

All teams are required to read and follow official announcements concerning the competition and the rules that are sent from the SAE or organizers to the team captain and/or faculty advisor. Official announcements from SAE will be posted to the SAE Supermileage Forum at http://forums.sae.org/access/dispatch.cgi/supermileage_pf. Information will also be posted on the SAE Supermileage website at <http://www.sae.org/students/supermw.htm>.

14. PARTICIPANT ELIGIBILITY

Teams formed by students at both universities and high schools are eligible to participate in Supermileage. Collegiate and High School teams will be judged in separate categories but will simultaneously participate in the competition.

14.1 Individual Participant Requirements - Collegiate Teams

Individual members of collegiate teams participating in this competition **must** satisfy the following requirements:

(a) Student Status: Team members must be enrolled as degree seeking undergraduate or graduate students in a college or university. Team members who have graduated during the seven (7) month period prior to the competition remain eligible to participate.

(b) SAE Membership: Team members must be members of SAE. Proof of SAE membership is required at the event.

COMMENT: Information on SAE Student membership can be found at SAE’s website: www.sae.org/students

(c) Liability Waiver and Insurance: All on-site participants and faculty are required to sign a liability waiver upon registration. Individual medical and accident insurance coverage is the sole responsibility of the participant and is **REQUIRED**.

(d) Driver Requirements and Limitations: All drivers must be at least eighteen (18) years of

age. All drivers must have and present proof of: (1) a valid government issued highway driver's license and (2) medical and accident insurance coverage.

14.2 Individual Participant Requirements - High School Teams

(a) Student Status: Team members must be enrolled as students at the high school the team represents. Team members who have graduated within the three (3) month period prior to the competition remain eligible to participate.

(b) Liability Waiver: **High school students under the legal age of eighteen (18) years of age must present a liability waiver signed by “BOTH” parents or guardians and will not meet the minimum age requirement to drive.** Students of legal age must sign a liability waiver on-site prior to participation. Individual medical and accident insurance coverage is the responsibility of the individual participant and/or his/her parent(s) or guardian(s).

(c) Driver Requirements and Limitations: All drivers must be at least eighteen (18) years of age and have, and present proof of: (1) a valid government issued highway driver's license and (2) medical and accident insurance coverage.

14.3 Ringers Prohibited

In order to maintain the credibility of fair competition at SAE Supermileage competitions, the faculty advisor must prohibit “ringers”. A ringer is someone that has exceptional skills related to the competition who cannot be a legal member of the team.

14.4 Faculty Advisor

Each team is expected to have a Faculty Advisor appointed by the respective university or high school. The Faculty Advisor is expected to accompany the team to the competition and will be considered by competition officials to be the official university representative.

Faculty Advisors may advise their teams on general engineering and engineering project management theory, but the faculty advisor may not design any part of the vehicle nor directly participate in the development of any documentation or presentation. Additionally, Faculty Advisors may neither solely fabricate nor assemble any components nor assist in the preparation, maintenance, testing or operation of the vehicle.

14.5 International Participation – U.S. Visa Letters

International teams requiring visa letters to enter the United States must fill out the on-line form a minimum of three (3) weeks prior to the competition in which they are competing at:

<http://www.sae.org/students/student.htm>.

SECTION 2

VEHICLE REQUIREMENTS AND LIMITATIONS

20. VEHICLE REQUIREMENTS AND LIMITATIONS

20.1 Student Created

The vehicle must be conceived, designed, and fabricated by the team members without direct involvement from professional engineers, faculty, and technical staff in the college/school or professionals in the racing community. The team should be prepared to discuss/explain their design if asked to do so by the organizers.

20.1.1 Professional Fabrication Limits

Vehicles that have been professionally fabricated may be disqualified from the competition. If a team lacks access to machine shop facilities, a reasonable number of components may be professionally fabricated without penalty. The team should be prepared to document such lack of knowledge.

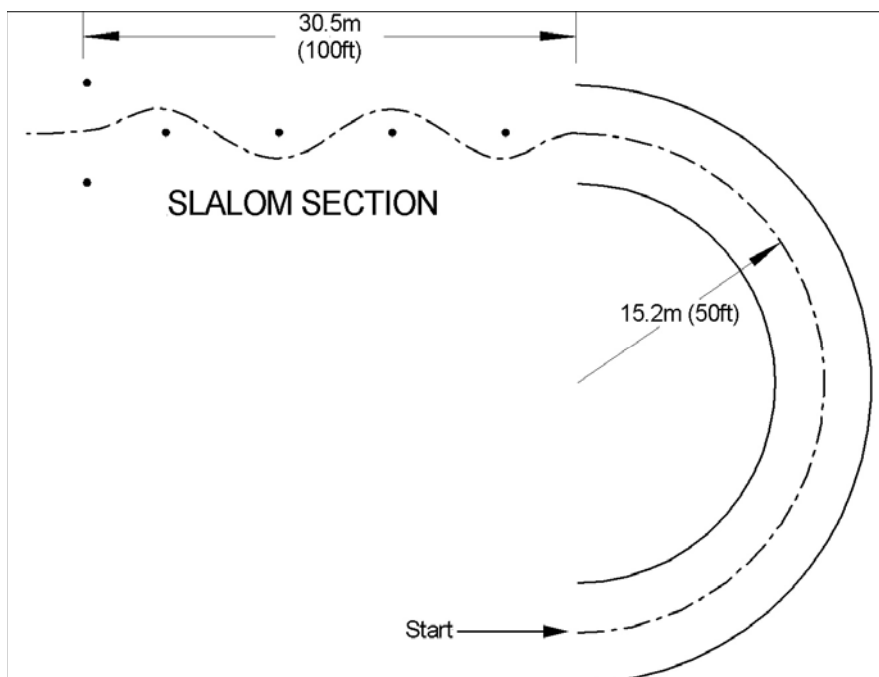
20.2 General Configuration

The vehicle must have a minimum of three wheels contacting the ground at all times. Vehicle length, width, and height are not regulated. The driver must be fully enclosed within the body of the vehicle to prevent driver contact with the pavement.

20.3 Maneuverability

Each vehicle must have steering geometry capable of a 15.2 m (50 feet) maximum inside turning radius. Vehicle maneuverability will be evaluated during technical inspection using the maneuverability course described in Figure 1.

FIGURE 1
MANEUVERABILITY COURSE



Slalom Section: Vehicle must traverse 30.5 meters (100 feet) slalom section in less than 15 seconds. Pylon spacing will be 7.6 meters (25 feet)

20.4 Stability

Each vehicle will be required to demonstrate its lateral stability. The vehicle, with the qualified driver, must maintain full wheel contact with a ramp of **20 degrees** (measured from horizontal) when located statically on the ramp to the following configuration: one front wheel and one rear wheel of the vehicle must contact a horizontal line on the ramp with the vehicle in full right and left turn configuration. No supporting structure or wheel contact is permitted on the ramp below the horizontal line. Vehicle stability will also be evaluated during technical inspection using the slalom part of the maneuverability course described in Figure 1 above.

20.5 Engine

BRIGGS & STRATTON 3.5 HP MODEL 091202 TYPE 1016E1A1001

For over twenty years, the Briggs & Stratton Corporation has generously provided engines to the SAE Supermileage teams without charge.



All vehicles must use the same base engine supplied to each entrant by Briggs & Stratton Corporation (Model 091202 Type1016E1A1001). The engine is air cooled, four cycle, with a 2.61 kw (3.5 horsepower) rating at 3600 rpm. Changes to the base engine, which may be desired for improved efficiency, are acceptable but must satisfy the requirements stated below.

Teams will be eligible to receive a new Briggs & Stratton engine every year.

20.5.1 Cylinder & Crankcase

The cylinder and crankcase must be identifiable as components of the base engine supplied by Briggs & Stratton to the entrant.

20.5.2 Crankshaft Support Bearings

The crankshaft support bearings (journals) may be altered or replaced but must be retained solely by the Briggs & Stratton crankcase.

20.5.3 Piston Friction Surface

The piston friction surface may be altered or replaced but must be retained solely by the Briggs & Stratton crankcase.

NOTE: Encapsulating another manufacturer's engine within the Briggs & Stratton cylinder/crankcase assembly is in violation of these rules.

20.5.4 Crankcase Ventilation

Crankcase can not be ventilated to engine intake air.

21. FUEL & ELECTRICAL SYSTEMS

21.1 Batteries

Batteries can be carried in each vehicle but are limited to starting systems, ignitions, instrumentation, and the like. They must in no way be capable of powering the vehicle.

“All batteries must be securely and rigidly mounted to the vehicle.”

21.1.1 Starting Systems, Lights

Batteries used for starting systems can be of any size and voltage. They must be electrically separate from all other systems. They can only be used for starting the engine and powering lights.

21.1.2 Other Electrical Systems

All other electrical items (fuel pumps, injectors, ignition, instrumentation, etc) must use a 12V battery with a C20 rated capacity no larger than

1.4Ah. An engine driven generator may be required to keep the battery charged if power consumption is high.

All electrical connections to any batteries MUST be fused with an appropriately rated fuse.

Team Communication, stopwatches, bicycle computers, or similar devices that have self -contained battery sources are permissible and are not governed by the above battery restrictions.

21.2 Pressurized Fuel Systems

Pressurized fuel systems are permissible. The following requirements are for pressurized fuel systems only:

21.2.1 Hose

Tubing pressure rating (or specification designation) must be clearly marked by the tubing manufacturer on tubing. Pressure rating must be suitable for the pressure being used.

21.2.2 Markings

Vehicles using pressurized fuel must mark the vehicle with the letters EFI. The lettering must be at least 25mm (1 inch) high and clearly visible on the outside of the vehicle adjacent to the fuel door.

21.2.3 Pressure Gauge

A pressure gauge must be provided for display of fuel pressure. The gauge must be clearly visible through the fuel access door during fuel bottle insertion and removal.

21.2.4 Dump Valve

A dump valve must be provided for depressurizing the fuel system before and after fuel bottle replacement. The valve must be easily accessible through the fuel access door. **Dump valve must be labeled with letters at least 13mm (0.5 inches) high.**

21.3 Vehicle Power Limitations

The sole source of vehicle propulsion must be from the four-cycle engine. This means no human power system, no sail, etc. Any inertial system, if used, must be at rest prior to the start of the

performance run.

All energy used for propulsion of the vehicle must come from the fuel.

21.4 Fuel

The fuel used will be iso-octane so as to provide uniformity in fuel composition.

21.5 Driver Weight

Minimum driver mass is 59 kg (130 pounds) fully equipped and with a helmet. Drivers who do not meet the minimum weight requirements must provide ballast to bring their weight up to 59 kg (130 pounds). Ballast must be rigidly affixed and readily removable. Ballast attached to the driver cannot exceed 4.5 kg (10 pounds). Diver's belts or similar weights are suggested.

21.6 Re-entered Vehicles/Engines

To ensure a genuine design effort, significant modifications to a previous year's entry must be made.

21.7 Transponder

A transponder will be attached to the front of the vehicle for lap timing purposes. The transponder will be smaller than 13cm X 8cm X 4cm (5 inches X 3 inches X 1.5 inches) and weigh less than 230 grams (0.5 pounds). It must be mounted within 45 cm (18 inches) of the road surface, usually on the outside of the body. It can be mounted inside the body ONLY if it is not obstructed by any conductive materials such as metal or carbon fiber. It will be mounted with a piece of industrial strength, self adhesive, hook and loop material supplied by the competition organizer at the event.

SECTION 3 GENERAL REQUIREMENTS

30. GENERAL REQUIREMENTS

The following are the minimum safety items required of all vehicles. Failure to comply with these specifications will result in disqualification until such infractions are corrected.

30.1 Kill Switch(es)

Three (3) kill switches grounding the engine ignition are required. One must be mounted within easy reach of the driver, and one must be mounted on each side of the vehicle. All kill switches must be clearly labeled with "run" and "kill" positions in a color which contrasts with the mounting surface. External switches must use lettering at least 38.1 mm (1.5 inches) high and internal switches must use lettering at least 12.7mm (0.5 inches) high. All kill switches must be of a positive action, toggle type - toggle lever arm must be a minimum 19.0 mm (0.75 inches) long. Momentary contact or rocker type switches are prohibited.

The external kill switches must be securely mounted on the frame or a rigid body section.

Switches must be mounted on the body between the front wheel and the rear of the vehicle at least 76.2mm (3 inches) above the ground. External kill switches may not be mounted on removable, or flexible, body panels or sections. In addition, switches must not be mounted on surfaces curving under the vehicle.

NOTE: All kill switches must also shut off any installed electric fuel pump(s).

30.2 Guards and Shields

All moving powertrain components must be guarded to prevent damage to fuel carrying components or to the driver in the event that breakage should occur. Shielding should also protect against any potential driver body contact. If wheels are inside of body shell, they must be shielded to prevent propulsion by the driver. All vehicles must have a belly pan that completely separates the driver from incidental contact with the pavement.

All fuel system components must be guarded or restrained to prevent contact with moving parts. All electrical components must be guarded and/or restrained to prevent contact with moving parts and prevent abrasion of the insulation.

30.3 Helmets/Clothing

The following equipment must be worn anytime a driver is seated in the vehicle and the engine is running or being started:

30.3.1 Helmet

A well-fitting helmet with an integrated (one piece composite shell) Snell M2000, SA2000, or British Standards Institution BS 6658-85 types A or A/FR rating. Hardshell bicycle helmets will not be allowed.

30.3.2 Goggles/Eye Protection

Goggles or face shields, made of impact resistant materials, must be worn. Regular glasses or sunglasses are not acceptable.

30.3.3 Shoes

Shoes or boots of durable material, free from any holes, must be worn by the driver during the competition.

30.4 Fuel and Lube System

30.4.1 System Safety

Fuel and lube system should be designed so that loss of fluids will not result in a fire hazard. Pressurized fuel tanks will not be allowed. Positive drainage away from the driver and out of the vehicle is required in all

areas where fuel is present or could leak. All push-on fuel line fittings must be clamped.

30.4.2 Fuel Bottle

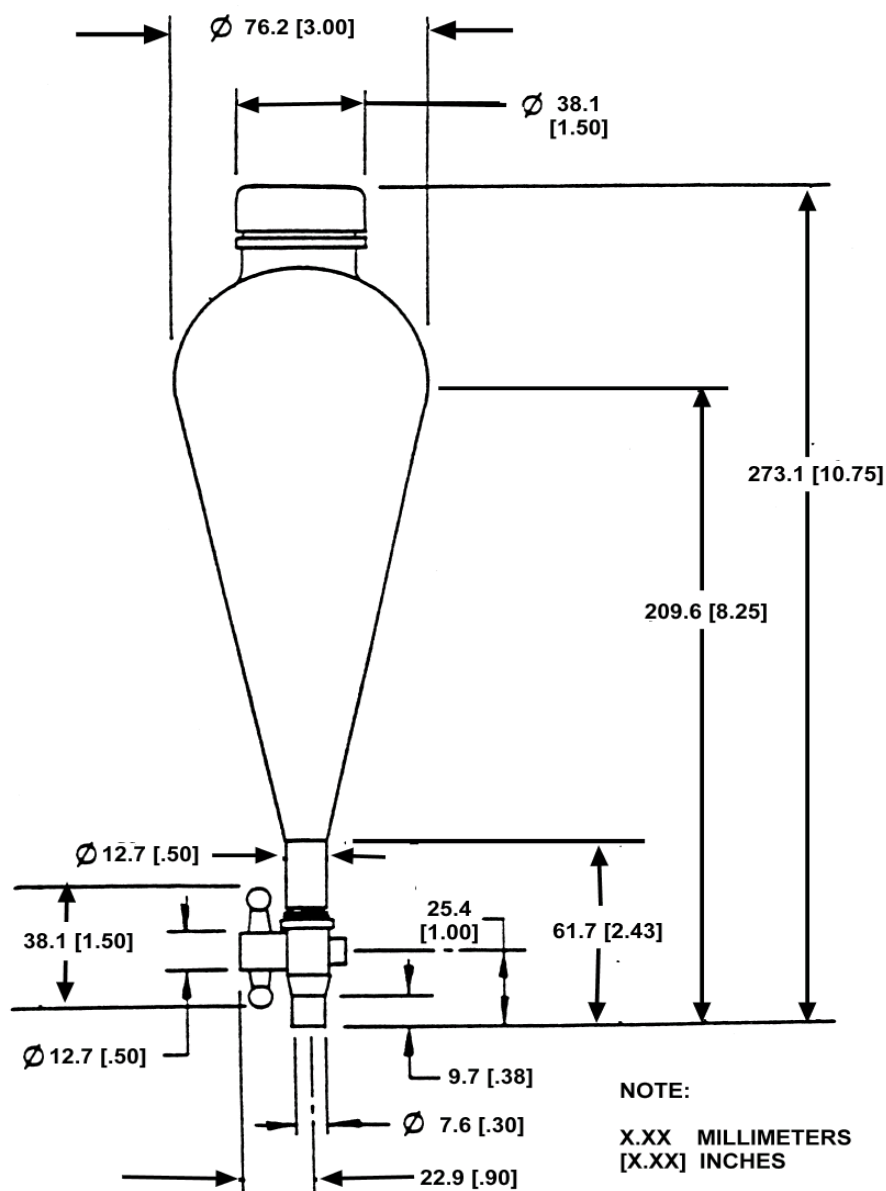
The fuel bottle must be mounted vertically to avoid fuel leakage from vented cap. The bottle must be readily accessible with all body panels in place. Access doors are preferred.

30.4.4.1 Access Doors

Access doors must be of sufficient size (300cm^2 minimum [47 in^2]) and configuration to permit easy insertion and placement of the fuel bottle. The existing fuel bottle must be replaced with a new fuel bottle within thirty seconds with vehicle in competition configuration (body panels in place, fuel doors closed, fuel line clamps in place, etc.). Rear body sections of the vehicle that are hinged (aft of the firewall) to allow quick access to the engine and fuel bottle are acceptable.

30.4.4.2 Fuel Bottle Retainment

The fuel bottle must be positively retained. The fuel bottle cannot be retained in its holder using adhesive tape, a rigid clamp is preferred. Figure 2 shows the fuel bottle that will be used in the competition.



FUEL BOTTLE

FIGURE 2

Separatory Funnel 250 ml
Cole-Palmer Instrument Company Catalog
Number AP-06125-20 (Teflon Fep) or Number AP-06126-20 (Polypropylene)

30.5 Brake System

Brake system must be adequate for safely stopping the vehicle in a reasonably straight line.

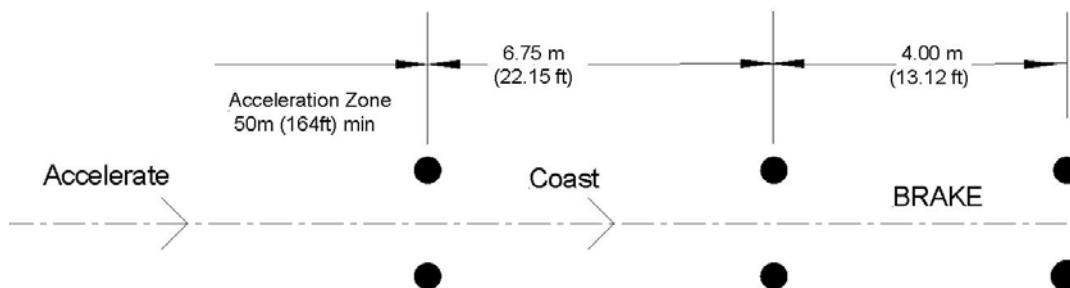
30.5.1 Brake System Evaluation

The brake system must be capable of decelerating the vehicle from 24 kph (15 mph) at a rate greater than 0.25g. Brake system performance will be evaluated at tech inspection using the course shown in Fig 3.

- a) Acceleration zone: There will be a minimum of 50m (164 feet) available for the vehicle to accelerate to a minimum speed of 16 kph (10mph).
- b) Coast zone: The vehicle must traverse the coast zone in less than 1.5 seconds.
- c) Brake zone: The vehicle must come to a complete stop within the brake zone.

FIGURE 3

BRAKE EVALUATION



30.5.2 Brake Light

The vehicle must be equipped with a brake light that complies with SAE J586. If an LED brake light is used, it must be clearly visible in very bright sunlight. The brake light must be independent of the kill switch and remain operable at all times. The standard will be available online once individuals have registered for the competition. Only those who have their name registered to a team will have access to the standard.

30.6 Fire Extinguisher

A multipurpose minimum 0.9 kg (2 pounds) ABC dry chemical fire extinguisher, rating no. 1A

10BC or equivalent must be provided. Extinguisher must be securely mounted such that the driver can direct the extinguishing agent on the fuel tank and engine area. If the driver has sufficient freedom of movement in the event of a fire to remove the extinguisher from its bracket and direct it on the above mentioned areas, the design will be allowed. If the driver does not have sufficient freedom of movement, some method must be provided to accomplish the desired result (i.e., a system of tubing, remote actuation, etc.) Remote actuation is preferred; if a tubing delivery system is used, 12.7 mm (0.5 inch) **inside** diameter tubing of no more than 1.2 meters (48 inches) length must be used. Tubing must direct extinguishing agent toward engine and fuel tank. Alternate delivery systems will be allowed only if actual test result documentation is available through the faculty advisor. Halon fire extinguishers are not allowed.

30.6.1 Pressure Gauge

All fire extinguishers must be equipped with a manufacturer installed pressure/charge gauge; the gauge must be readable to the technical inspectors.

30.5.2 Fire Extinguisher Position

The fire extinguisher must be mounted such that the valve is above the bottom of the canister.

30.7 Exhaust System

Engine exhaust must exit the body (if so equipped). Mufflers are not required. Exhaust pipe must be insulated or guarded to reduce the risk of burns.

The exhaust pipe must extend a minimum of 25 mm (1.0 inch) beyond the outside.

30.8 Fire Wall

A wall of steel or aluminum material of 0.813 mm (0.032 inches) minimum thickness must completely separate the operator from the engine. Furthermore, the firewall must not interfere with the operation and use of the fire extinguisher. The firewall must extend to top of driver's helmet.

No openings larger than 13 mm (0.5 inch) in diameter will be permitted in the firewall. This includes gaps between the firewall and body.

Any wires/lines passing through the firewall must be provided with **effective** protection against abrasion through the use of grommets, thick tape around sharp edges, etc.

30.9 Exit ability

The driver must be able to exit the vehicle within 15 seconds, unassisted, in case of an emergency. A maximum of two support personnel must also be able to quickly extract a driver from a vehicle without assistance from the driver within 20 seconds. Exit ability will be tested during tech inspection.

Any latches, catches, removable parts or similar items that are used to assist driver removal by support personnel must be (1) clearly marked "Access" and (2) color coded with a minimum of 6.5 cm² (1 inch²) of fluorescent orange and be readily visible from outside the vehicle.

All loose wires/hoses/lines within the driver's compartment must be retained so as to eliminate

interference with exit ability or driver movement during the operation of the vehicle.

30.10 Visibility

30.10.1 Forward Field of Vision

The driver must have adequate visibility to maintain control and have situational awareness. Forward field of vision not less than $\pm 80^\circ$ from the vehicle longitudinal axis is required.

Vehicle windscreens, if so equipped, should be treated with a water beading agent on the exterior and an anti-fogging agent on the interior.

30.10.2 Driver Position

The driver must be seated in the vehicle so that his/her feet are forward in the vehicle pointing in the direction on travel. Drivers may **not** be positioned head forward in the vehicle.

30.10.3 Mirrors

Vehicles must be equipped with a mirror or mirrors to ensure adequate rearward visibility. The driver must be able to see a 450 mm (18 inch) square object on a vertical plane 1.52 m (5 feet) wide by .91 m (3 feet) high located 9.14 m (30 feet) behind and to each side of the vehicle. The figure below describes the minimum rearward visibility planes.

30.11 Roll and frame hoop rules

A "roll protection device" is required and must be made of substantial material. The device must extend a minimum of 5cm (2 inches) above the tallest driver's helmet. Also in the driving position, some portion of the driver's helmet must be within 10cm (4 inches) of this device - as also shown in Figure B.

This device must also be substantial enough to withstand a 114 kg (250 lb) force applied to it. The location and direction of the a 114 kg (250 lb) force may come from any of the directions shown in Figure C. The device also cannot deflect so much as to cause noncompliance with the above roll protection device requirements. The device must extend wider than the shoulders of any driver of the vehicle, at or above the drivers shoulders – an example of which is shown in Figure A.

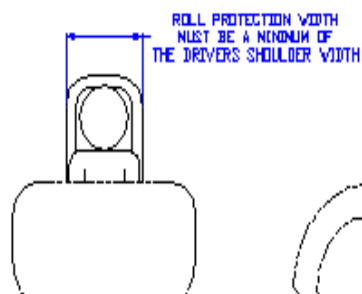


Figure A

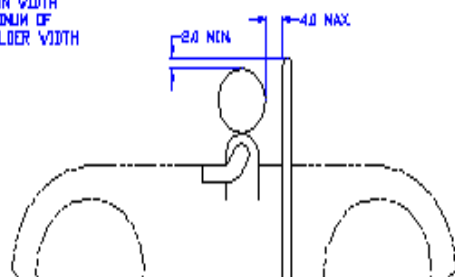


Figure B

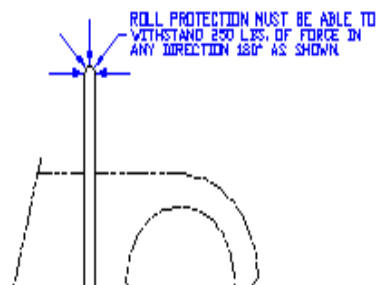
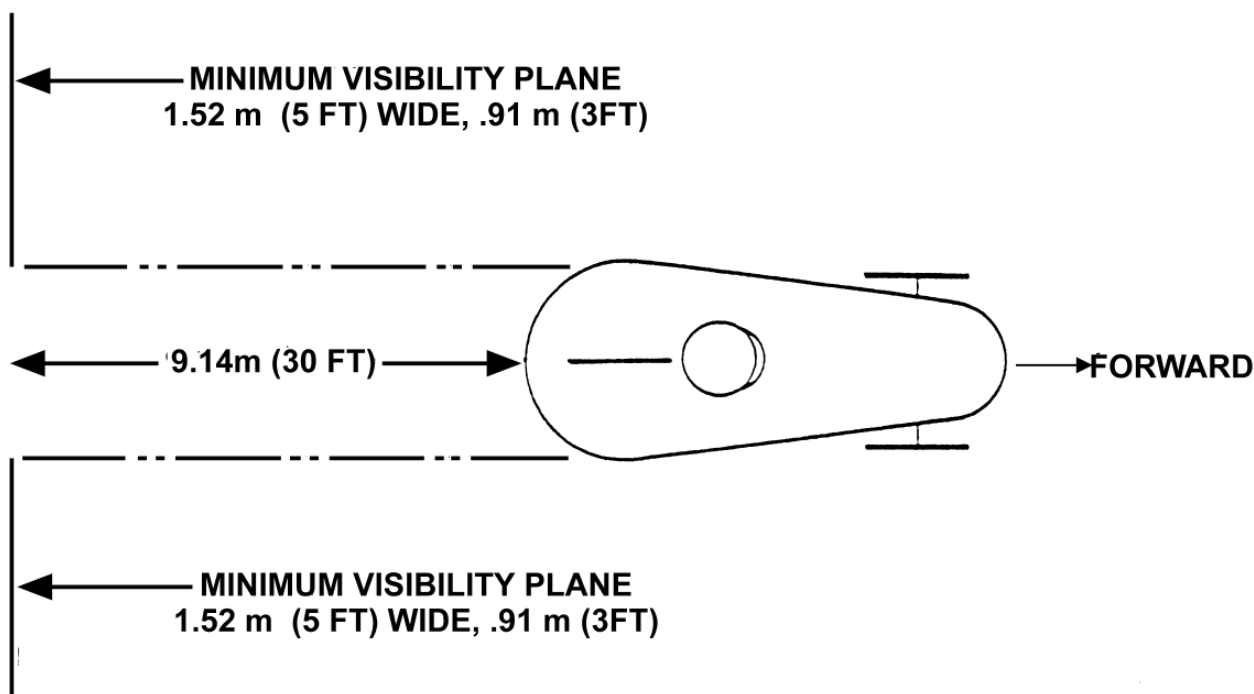


Figure C

30.12 *Driver restraint -

A minimum 3-point driver safety harness is required. This 3-point harness must include two lap belt points and one point connecting a belt (or two belts) supporting the upper body. The use of one upper body support would need to be a cross-belt (similar to a passenger vehicle), whereas two shoulder belts could be used attached at the uppermost point as well. The belt points should be strong enough that the vehicle could be lifted by them. These are the minimum requirements, so any belt design that exceeds these requirements, such as 4-point or 5-point harnesses are acceptable.

MINIMUM VISIBILITY PLANE



SECTION 4 PERFORMANCE RUN

40. PERFORMANCE RUN

40.1 Minimum and Maximum Speed Requirement

The performance run will consist of each vehicle running six laps around a 2.6 km (1.6 mile) oval test track. The vehicle must achieve a minimum six lap average speed of 24 kph (15 mph). This means that each vehicle will be required to travel a total distance of 15.5 km (9.6 miles) in a maximum of 38.4 minutes. The vehicle must not exceed a single lap average speed of 40 kph (25 mph) (40.23km). This means a vehicle must take longer than 3 minutes 50 seconds to complete each lap. Vehicles must be capable of ascending a 1 percent grade and descending a 7 percent grade.

40.2 Slow Speed Penalty

If the minimum average speed of 24 kph (15 mph) is not maintained, a penalty will be assessed by subtracting from the km/liter (mpg) achieved. The penalty will be 4.25 km/liter (10 mpg) per second of time that the minimum average speed requirement is not met. For instance, if 39 minutes was the elapsed time for six laps, the minimum allowable time, without penalty (38 minutes 24 seconds) was exceeded by 36 seconds. The actual mileage achieved would be reduced by 153.1 km/liter (360 mpg).

40.3 Maximum Speed Penalty

If the maximum lap average speed of 40 kph (25 mph) is exceeded, a penalty will be assessed by subtracting from the km/liter (mpg) achieved. The penalty will be 4.25 km/liter (10 mpg) per second of time that the maximum average lap speed requirement is not met. For instance, if the third lap was completed in 3 minutes 12 seconds, the minimum allowable time, without penalty (3 minutes 50 seconds) was exceeded by 38 seconds. The actual mileage achieved would be reduced by km/liter (380 mpg).

40.4 Start

Prior to the performance run, an official fuel tank (supplied by the competition organizers) will be filled, weighed and installed on the vehicle. The start of the performance run will begin with the vehicle being placed on the track starting line. The vehicle engine is then started, either by the driver or his pit crew. Timing for the minimum speed requirement starts when the vehicle crosses the starting line. Vehicles cannot be push started. Transmission and/or clutch design must be such that the engine can be disconnected from the driving wheels so as to allow the vehicle to be stationary with the engine running.

40.5 Finish

Upon completion of the six lap performance run, 15.5 km (9.6 miles), the timers will record the elapsed time; the fuel tank will be removed and weighed. The kilometer per liter (miles per gallon) calculation for the vehicle will then be computed, dividing the 15.5 km (9.6 mile) distance by the amount of fuel used. If the maximum or minimum allowable elapsed time has been exceeded, the penalty will be computed and subtracted from the kilometer per liter (miles per gallon) calculation.

SECTION 5

DESIGN REPORTS, AWARDS, AND GENERAL CONDUCT

50. DESIGN REPORT

The communication of the design will require both written and verbal design reports.

The written design report must be submitted to the Board governing the Supermileage® Competition by the date indicated on the Action Deadline in the appendix. A maximum of 250 points will be awarded to the Written Design Report, and late reports will be assessed a penalty of 25 points per day for each business day the report is late. Submitted reports will be evaluated by the organizers of the competition. The written report must be limited to a maximum of 25 pages not including supporting data in an appendix.

NOTE: A written design report must be submitted for a vehicle to compete during the dynamic portion of the competition.

The written design report serves three purposes: 1) the report is a proposal that documents the design intent and goals of the team; 2) the report serves as a record of the design; and 3) the report is an information document to show how the vehicle adheres to the rules.

The verbal report will be conducted on the first day of the competition. Each team will supply three student team members along with the team's vehicle for a verbal examination conducted by a panel provided by the organizers. Teams will reserve a time for the verbal examination on the first day of the competition after the team has completed required event registration. Any team having less than three students will be required to have the entire team participate in the examination. A maximum of 100 points will be awarded for the verbal report. The verbal report will demonstrate the participation level and overall design understanding of team members.

The total design report points will be the sum of the points from the written design report and the verbal design report.

50.1 Design Report

All design reports require an approval signature from the team/project faculty advisor.

The design report is intended to show the focus of the team on determining the goals for the design and the design effort to reach the established goals. The goals stated should be those of the team and hence will reflect the team members, financial resources, laboratory access, and involvement of the team. The following subjects must be covered in the design report:

50.1.1 Basic Vehicle Configuration

This topic should include general arrangement, physical dimensions, location of components, etc.

50.1.2 Engine

The proposal must itemize all modifications to the base Briggs & Stratton engine received by the entrant. Finished or altered parts from some other engine or another manufacturer's design (other than the Briggs & Stratton engine supplied) must be listed with the manufacturer's name and part

description. Appropriate design considerations for all engine modifications or decisions must be included in the report.

50.1.3 Powertrain Configuration

This topic includes a discussion of the transmission of power to the wheels.

50.1.4 Brake System

This topic should present a design, which relates to the vehicle's top speed capability and should describe stopping distance and energy capacity of the system.

50.1.5 Suspension and Running Gear

This looks at the tires, axles and other associated equipment that concerns handling and steering of the vehicle.

50.1.6 Body/Aerodynamic Shell

This will include decisions made on the basis of aerodynamic considerations as well as safety issues.

50.1.7 Performance

This topic should include calculations on vehicle top speed and any calculations on mileage.

50.1.8 Cost Estimate and Manufacturing Methods

The design report is to include a discussion of the manufacture and cost of the vehicle. Where parts, services, or materials are donated, a fair market-value of the donation must be included in the cost breakdown of the vehicle. Professional machine and fabrication services are to be included in the cost breakdown, including appropriate cost for work performed by university technicians even if the team budget is not charged directly. Manufacturing methods and equipment used by the team should be discussed in the design report, generally as associated with the parts of the vehicle using that manufacturing method.

50.1.9 General Information

Any additional information which has not been discussed in the above items should be included here.

50.1.10 Re-entered Vehicles

The report should include drawings and written descriptions. Changes in design between submission and competition date will be allowed. Design reports will be held in strict confidence. Areas of re-design must be specifically documented. (Rules Section 21.6)

The various sections of the report should indicate where design decisions are made, the basis for making the decisions, and the consequences of the decisions on the performance of the vehicle. Records of make/buy

decisions are expected, as are decisions regarding performance parameters and compromises.

It is required that the design report include signature of the team/project faculty advisor verifying that the design report has been reviewed by the advisor and that significant redesign has been completed on a reentered vehicle.

50.1.11 Driver Safety Features

The report is to include detail descriptions of all aspects of the design intended to protect the safety of the driver.

51. AWARDS

The following awards will be made at the SAE Supermileage® Competition:

51.1 Overall Awards

An award will be given to the team with the top overall score. This will be determined by the sum of the points earned on the Design Proposal added to the fuel mileage.

51.2 Mileage Awards

Awards will be given for the teams achieving the top mileage numbers. All participants will receive a financial award proportional to vehicle mileage performance.

51.3 Design Award

An award will be given for the team with the highest Design Proposal score.

52. QUESTIONS

Any questions or comments about the rules should be brought to the attention of the organizing committee as soon as possible to prevent misconceptions about the competition proceedings or intentions. All correspondence should be sent to the host.

General information about hotels and other attractions in the area as well as a schedule of events will be sent to the teams that return the registration form and fee.

53. GENERAL CONDUCT AND REGULATIONS

53.1 Organizer Authority

The organizer(s) of the competition reserve the exclusive right to revise the schedule of the competition and/or to interpret the competition rules at any time and in any manner which is in their sole judgment, required for efficient operation or safety of the competition.

53.2 Unsportsmanlike Conduct

In the event of unsportsmanlike conduct, the team will receive a warning from an official. A second violation will result in expulsion of the team from the competition.

53.3 Arguments with Officials

Argument with, or disobedience to, any official may result in the team being eliminated from the competition. All members of the team may be immediately escorted from the grounds.

53.4 Rule Violation

Violation of the rules may result in the team being eliminated from the competition. All members of the team may be immediately escorted from the grounds.

53.5 Alcohol and Illegal Material

No alcohol, illegal drugs, weapons or other illegal material will be permitted on the event site during the competition. This rule will be in effect during the entire competition. Any violation of this rule by a team member will cause the expulsion of the entire team. This applies to both team members and faculty advisors. Any use of drugs, or the use of alcohol by an underage individual, will be reported to the local authorities for prosecution.

54. COMPLAINTS AND PROTESTS

54.1 Complaints

Contest officials, as designated by the local organizer, will be available to listen to any complaints about errors in the scores or any other aspect of the competition, except the rules.

54.2 Protests

54.2.1 Cause of Protest

If a faculty advisor or team captain feels that a complaint was not properly addressed by the competition officials, he/she may protest.

54.2.2 Protest Format

All protests must be filed in writing to the Chief Steward by the faculty advisor or team captain only. In order to have a protest considered, a team must be willing to put up one hundred (100) points which will be forfeited if their protest is rejected.

54.2.3 Protest Period

Protests concerning any aspect of the competition must be filed within thirty (30) minutes of the end of the round or event to which the protest pertains to.

54.2.4 Decision

The decision of the Chief Steward is final. Any argument with the Chief Steward or with any official after a decision is rendered may result in immediate expulsion of all team members from the competition. You and your team may be immediately escorted from the grounds.

SECTION 6 NOTICE OF PROPOSED FUTURE RULE CHANGES

This section is intended to provide teams with advance notice of possible changes to the SAE Supermileage rules that are being considered by the Supermileage Rules Committee. Only changes that may have a significant impact on the team's engineering design, manufacturing decisions or event preparation are listed. This section is provided only for information and is not intended to provide final text for any rules.

The following rules changes are under discussion:

- A) Driver Shielding** – The driver shielding requirements ~~will be clarified and~~ may be expanded.
- B) Briggs & Stratton engine change** (updated engine)

APPENDIX
2007 SAE SUPERMILEAGE - ACTION DEADLINES

Eaton Corporation, Marshall, MI

June 7-8, 2007

All Submissions must be received by the deadline. **Not Postmarked**

Registration

Register on-line at: www.sae.org on October 2, 2006 at 10:00 AM EDT.

Registration fee

\$250.00

Registration deadline

December 29, 2006

Engine Orders

Order engines on-line upon completion of registering

Engine order fee

\$0.00

Engine order deadline

December 29, 2006

Design Report

Due by March 31, 2007 – Not Postmarked

One (1) hardcopy of the Design Report should be sent via mail to:

Supermileage Competition
Eaton Corporation
13100 E. Michigan Ave
Galesburg, MI 49053

An e-copy of the Design Report in Adobe Acrobat “pdf” file format must be sent by midnight on **March 31, 2007** to: Supermileage@eaton.com

Subject line must read: [“School Name”] **Supermileage Design Report**

Rules Inquiries concerning SAE Supermileage

Any inquiries regarding rules or questions specific to SAE Supermileage 2007 should be sent via e-mail to Supermileage@Eaton.com

Official 2007 SAE Supermileage Website
<http://www.sae.org/students/supermw.htm>