SOCIÉTÉ DES INGÉNIEURS DE L'AUTOMOBILE

UTAC CHALLENGE

REGULATION 2026

6th edition

REVISIONS, IMPORTANT & ADDITIONS 2026 in green: pages 3, 4, 7, 14, 15, 22 25, 26 to 33, 40.

1. SUMMARY

UTAC - Autodrome de Linas-Montlhéry - Avenue Georges Boillot - 91310 Linas
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2. PRESENTATION - SUBJECT OF THE CHALLENGE

The **UTAC Challenge** is the first international technical competition open to **students and startups**, dedicated to **the vehicles of the future**: **autonomous, safer and cleaner**. It provides a unique framework for **designing, developing and testing** innovations in a real-life environment, through several **technical tests**. The UTAC Challenge allows participants to showcase their skills, technologies and ideas to a jury of automotive and mobility experts. Beyond the competition, the UTAC Challenge is a real professional springboard, allowing teams to **meet sponsors**, **industrialists** and **industry experts**, **benefit from their material support**, and their advice. It also allows to be **accompanied by a member of the SIA (Society of Automotive Engineers)** throughout their project.

It is a unique experience to enhance its skills, expand its network and make a concrete contribution to innovation in mobility.

The UTAC Challenge offers several **technical tests** reflecting the real challenges of future mobility on the design of vehicles (partial or complete) or systems and functions related to future mobility through dynamic, static or simulations demonstrations:

- **Highway test**: autonomous fast track navigation with speed, traffic and automatic obstacle management
- **Urban test**: autonomous traffic in the city, with management of intersections, pedestrians, lights and priorities.
- **Parking test**: parking manoeuvres.
- **Free Safer Test** *(new 2026)*: demonstration of an innovative solution improving security (ADAS, cybersecurity, AI, detection, V2X, etc.).
- **Free Cleaner test** *(new for 2026)*: valorisation of innovations reducing environmental impact (energy, materials, software, retrofit, life cycle etc.).
- **Online event** *(new for 2026)*: remote participation for the Safer & Cleaner free events.

These projects will therefore be able to address topics such as powertrains, driving comfort, materials, acoustics and others. In this case, the demonstration support used may be, at the choice of the candidate team, a non-autonomous vehicle or components such as software or hardware. Reduced models are also accepted.

The aim of these developments is to open the Challenge to a wider range of projects, but also to **better respond to the current priorities of the automotive sector**. They also reflect the reality of the automotive sector, where environmental issues are becoming inescapable. The UTAC Challenge 2026 encourages participants to develop solutions that consider both technological performance and environmental impact reduction, without compromise.

The 2024 video recap: https://youtu.be/HqbZvaSd9uc?si=QE90uHTHzW-vLBFy

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3. DEFINITIONS

For the purposes of these Rules, unless otherwise defined in the body of the text, words or expressions whose initial is printed in capital letters shall be understood as defined below.

Selection Committee	The selection committee of the teams that have applied to participate in the Challenge, as appointed by the Organiser.
Organisational Committee	The Organising Committee of the Challenge, whose tasks are determined by these Rules, as appointed by the Organiser. The identity of the members of the Organisational Committee will be published in due course on the Internet page.
Technical Committee	The Challenge Technical Committee, whose tasks are determined by these Rules, as appointed by the Organiser.
Application File	The application file (including any attachments) that each team applying to participate in the Challenge must submit to the Selection Committee under the conditions defined in Article 5.1.2 of these Rules.
Final Folder	The final file to be submitted by each team to the Organising Committee under the conditions defined in Article 4.3.4 of these Rules.
Test	A test of the UTAC Challenge, either framed or free, as described in this Regulation.
Evaluation or Jury	The jury of the Challenge tests, whose tasks are determined by these Rules, as appointed by the Organiser. The identity of the members of the Organisational Committee will be published in due course on the Internet page.
Organiser	UTAC SAS, a simplified joint stock company with a capital of EUR 7,800,000 registered in the Evry Trade and Companies Register under number 738 425 423, whose registered office is Autodrome de Linas-Montlhéry, BP 20212, 91311 Montlhéry Cédex.
Internet page	The Website can be found on the UTAC website (www.utac.com) at the link below: UTAC Challenge - Utac
Settlement	This Regulation, including: - Site Rules; and - Safety Rules
Site Rules	The rules of procedure of the Linas-Montlhéry Autodrome. It will be communicated in due course to those who access the site of the Autodrome de Linas-Montlhéry.
Security Rules	The safety rules and/or the prevention plan applicable to all traffic (persons and/or vehicles) on or off the runways of the Autodrome de Linas-Montlhéry. The Safety Rules will be communicated in

	good time to those who access the site of the Autodrome de Linas-Montlhéry.
Site	The Linas-Montlhéry Autodrome, whose entrance is located on avenue Georges Boillot 91310 Linas.
Technical Specifications	The technical specifications applicable to the Vehicles proposed by the teams in the context of the UTAC Challenge, as defined below in the section of Vehicle Specifications.
Vehicle	A vehicle meeting the technical characteristics specified in the Regulation.
Self-Driving Vehicle	Shall have the meaning assigned to that term in the preamble to these Rules. For the avoidance of any ambiguity, the Autonomous Vehicle cannot in any way be understood to mean a vehicle whose piloting would simply be operated remotely (except possibly in the case of the emergency stop function).

4. UTAC 2026 CHALLENGE SCHEDULE

UTAC 2026 Challenge Schedule

UTAC 2026 Challenge D-Day Schedule

7:30 - 8:00	Welcome of teams with vehicles		
8:00 - 8:30	Welcome of teams without vehicles		
8:30 - 9:00	BREAKFAST		
9:00 - 10:30	INTRODUCTION OF THE UTAC 2026 CHALLENGE Inspiring conferences from UTAC and sponsors		
10:30am - 11am	BREAK		
11am - 12pm	PITCHS SESSION 5min + TECHNICAL CONTROL		
12:00 - 13:30	LUNCH		
13:30 - 15:30	TECHNICAL TEST: HIGHWAY - URBAN - PARKING 30 min Physical demonstration on the route defined in accordance with the Regulation	TECHNICAL TEST: FREE SAFER / CLEANER 20 min presentation + 10 min Q/A Static or physical demonstration	TECHNICAL TEST: ONLINE 20 min presentation + 10 min Q/A Demonstration in static, physical, live or pre-recorded videoconference
15:30-16:00	BREAK		
16:00-16:45	DELIBERATION JURY		
16:45 - 17:30	CEREMONY AWARD		
17:30 - 18:30	COCKTAIL		

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Adjustments may be made according to technical constraints, partner availability or project progress. Any changes will be communicated to the participants as soon as possible.

The ONLINE Technical Test may be scheduled on a slightly different date to accommodate time zone or technical availability constraints.

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5. TESTS (CATEGORIES, ACCOMPANIMENT, EVALUATION CRITERIA, RANKING, AWARDS)

The UTAC Challenge will take place on TEQMO's runways, which feature urban areas, parking, roads, highways, dynamic manoeuvres, tunnel, and connectivity (road Wi-Fi ITS-G5-802.11.p; 4G+ and 5G), as well as Wi-Fi and electric vehicle charging stations.

1.Highway track

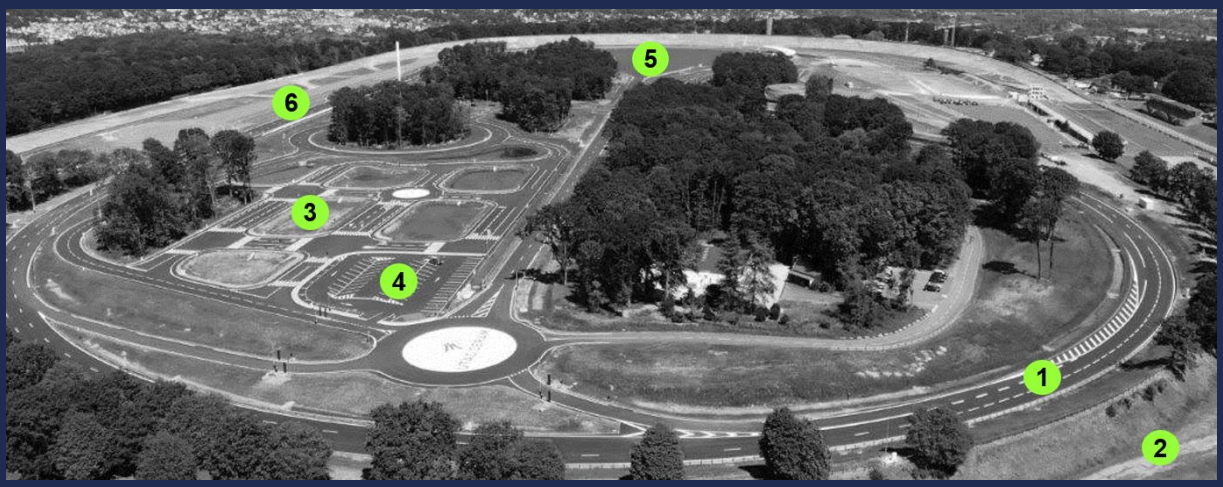
- **Length: 2.2 kms**
- **3-way**
- **Full Signage**
- **Tunnel and toll station**

2. Road track

Length: 6.5 kms
Full Signage
Hilly course
Different borders

3. Urban track

Dummy buildings and pedestrian crossings
Full traffic signal
Roundabouts and level crossing



4. Parking area

Battle, cob and niche
Ground marking, barriers and pavements
Park Assist Features

5. ADAS Dynamic Zone

Surface: 38,800m²
Straight line and intersection

6. Braking zone

Euro NCAP braking area
0,2 ≤ μ ≤ 0,9
Watering systems

5.1. ACCOMPANIMENT: TUTORAT SIA and UTAC

Candidates will be able to receive, on request from the Organising Committee, personalised support throughout their participation in the Challenge - from before the submission of their Application and until the event is held on the site of the Autodrome de Linas-Montlhéry. This support will be provided by the specialised teams of the Organiser and/or the SIA.

The objectives of the programme will include:

- Even before submitting the Application, frame the performance objectives of the team concerned and send it any information on how to implement, measure and evaluate the tests of the Challenge.
- Throughout the implementation and progress of the project, to shed light on all topics, particularly technical (as regards the objectives pursued) or operational (in terms of project management).

The above support will extend throughout the project and will give rise to coordination meetings, the frequency and organisation of which will be at the discretion of each team.

The request for support may be made either before or after the application has been submitted.

If the application is made prior to the submission of the Application Package, the application will require the submission to the Organising Committee of a pre-application package describing (in no more than six (6) pages):

- The vehicle,
- The objectives of the project
- Developments, amendments and studies relating thereto,
- The performance target,
- How to characterise and demonstrate it (throughout the project, as well as on Challenge Day).

If the request is made downstream of the submission of the Application, it will be made by any means (including e-mail) to the Organising Committee.

Each team (whether or not they have requested support) will be able to request access to the TEQMO tracks for a few hours in hidden time, if they justify that measurements or tests are necessary for the completion of their project. The decision to grant (or not to grant) such access is the exclusive competence of the Organising Committee, taking into account the arguments put forward by the team concerned and to the extent of the actual availability of TEQMO leads during the period in question. The decision of the Organisational Committee on this point will be taken as a last resort, i.e. it will be final and not subject to appeal.

5.2. ACCESS TO RUNWAYS

The Challenge will take place at the Linas-Montlhéry Autodrome on the date set by the Organiser.

Access to the Site is regulated and requires personal accreditation. To this end, each team must have transmitted in good time to the Organising Committee the identification information of each of its members in the framework of its Final Dossier (according to the terms of article 4.3.4b below)

Participation in the Challenge presupposes prior written acceptance and strict compliance with all the terms of these Rules (including the Site Rules and the Security Rules).

Any infringer shall be liable to the penalties referred to in Article 7.3.4 of these Regulations.

5.2.1. Autodrome Traffic - Access to Runways

Any movement of a vehicle within the Site will require prior validation, during the technical inspection, of the Technical Specifications of the said vehicle by the Technical Commission. Any breach of this obligation will be subject to the outright exclusion of the team concerned (by decision of the Jury).

The traffic authorisation issued by the Technical Committee will take the form of a sticker which the vehicle concerned must absolutely display on its windscreen.

Traffic inside the Site (especially on TEQMO tracks) during the Challenge events or outside of them will have to be carried out in full compliance with the Safety Rules.

Any infringer shall be liable to the penalties referred to in Article 7.3.4 of these Regulations.

5.2.2. Trials

Teams will be able to carry out free tests on TEQMO tracks according to the modalities determined by the Organising Committee, the week before the UTAC Challenge.

These tests will require prior validation by the Technical Committee of the Technical Specifications of the vehicles concerned (in accordance with the terms of Article 5.2.1 above).

5.2.3. VEHICLE SPECIFICATION

This vehicle specification is for vehicles on a 1:1 scale only. The scale models will not be assessed or impacted by these rules under any circumstances, although they will be subject to verification by the security bodies.

Developing connected, stand-alone and secure features is a difficult and costly challenge. Some competitors (especially schools, ITUs, etc.) invest in vehicles or prototypes that can accommodate multiple projects and be developed, stored and transported with minimum costs and surface areas.

The UTAC Challenge requirements are therefore minimal. Every vehicle presented shall *at least* meet the following requirements:

- The vehicle shall be designed and constructed from materials and in such a way that its driver, potential passengers and environment are protected from injury or serious injury in the event of an accident.
- The vehicle shall be powered, have at least three (3) wheels, and carry at least one pilot trained to always operate the vehicle and capable of intervening on it.
- The vehicle shall not be remotely operated, except where necessary for the activation of the emergency stop function.
- The Vehicle shall be able to run on private tracks safely for persons, tracks and the immediate environment; as such it shall comply with the Technical Specifications defined below.
- The Vehicle shall not in any way be understood to mean a vehicle that is remotely piloted (except where applicable for the emergency stop function).
- If a team uses several Vehicles as part of a convoy rolling project (*platooning* function), each Vehicle would then have to comply with the preceding requirements.

Notwithstanding the above, the Technical Committee reserves the right to grant certain derogations from the requirements listed above, if they remain in the spirit of the Challenge as set out in this Regulation. Any request for a derogation must be included in the Application File and must be duly justified in the light of the project thus submitted.

In view of the above, the usual materials of student projects may be used (as illustrated below).





Technical specifications of the vehicle and roadworthiness tests:

Each vehicle will undergo, upstream of the Challenge and in a dedicated area close to the test runs, a technical inspection covering the specifications described below (the "Technical Specifications"):

- Braking verification with a decelerometer at the maximum speed of the vehicle as foreseen during the tests: Criterion > 5m/s²
- Direction verification: Criterion: Be able to fit within a circle of 12m radius with a steering effort <25daN at a speed <10km/h.
- Exhaust check, in the case of an internal combustion engine, and measurement of the noise at the change-over to the maximum vehicle speed specified in the tests: Criterion < 80dB(A)
- Visual checks (leaks, field of vision, wiring condition, condition of tyres, absence of sharp or contoured edges inside and outside the vehicle, absence of cracks, cracks, breaks, deformations on safety components)
- Checking for the presence of a belt (if possible, harness) and helmet to protect the pilot
- Checking the presence of an emergency stop button on board the vehicle.
- **Verification of parts with modifications: emissions/energy: battery, propulsion, ...**

Any defect of a vehicle in accordance with one or more of the Technical Specifications shall be referred immediately to the Technical Committee. The latter shall assess the significance of the defect(s) found and their impact on the safety of the vehicle, all participants and the circuits. It will decide as a last resort, without any appeal, on the action to be taken (between the simple penalty in the context of tests or classifications and the outright exclusion of the vehicle concerned).

At the end of the roadworthiness test, cameras shall be mounted in the vehicle to check or count the number of hand picks-ups during the automated driving tests.

The possibility of installing a *"Smooth Box"* in the participants' vehicles is planned for future editions.

When this solution is implemented, the Organisers undertake to communicate the technical details and the impact on the evaluations.

Pending the possibility of an objective assessment, the Smooth Driving will be assessed subjectively.

A draft of the objective assessment can be found in Appendix 7.1.

Note: *Logos or other references to the Organiser or its partners will be affixed to vehicles after the roadworthiness test in accordance with the terms of Article 5.3.1 below.*

5.3. DESCRIPTION OF THE TESTS

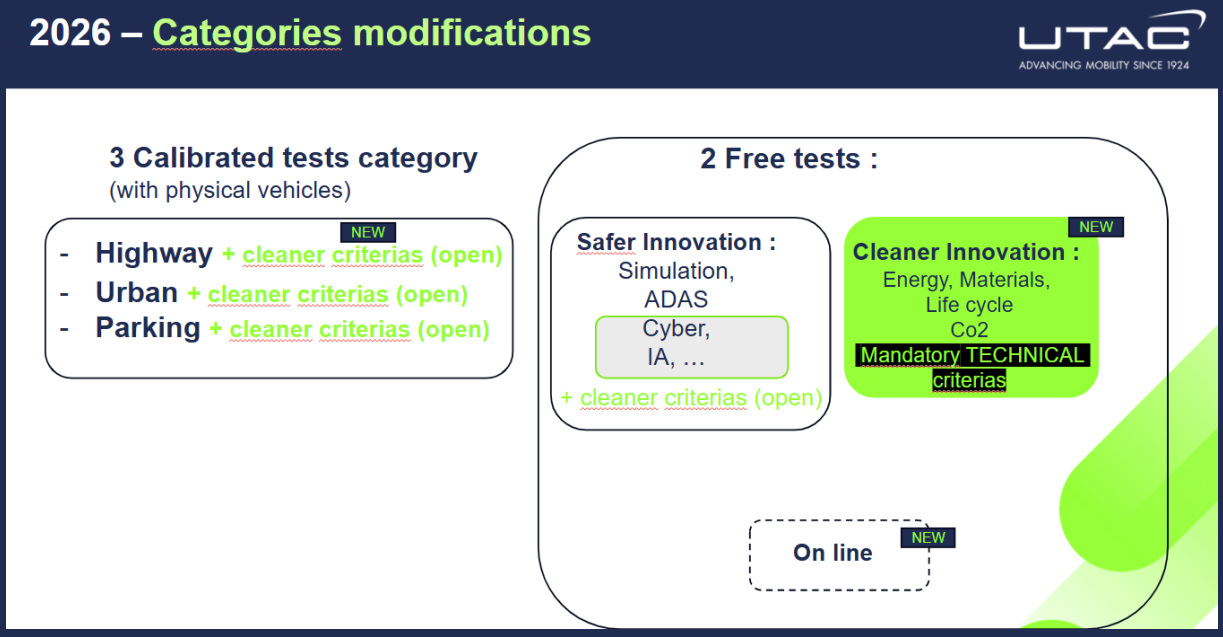
Each team may participate in one or more Challenge events, as described below (the "Events").

The UTAC Challenge offers three (3) Calibrated Physical Tests, two (2) Free Tests, and one (1) Online Test, each meeting scoring and classification criteria to promote vehicle circulation safely, in compliance with the rules of the highway code and in harmony with the environment in which they operate.

5.3.1. Calibrated Physical Tests: Highway, Urban and Parking

Some tests of the UTAC Challenge, called calibrated physical tests, require the use of a vehicle capable of driving autonomously in a real environment. These include the **Highway, Urban and Parking** tests, designed to test in a concrete and reproducible way the performance of the embedded systems: perception, decision-making, automated driving, etc.

From the 2026 edition, these tests also include qualitative "Cleaner" criteria, in order to assess the environmental impact of the solutions implemented. This development responds to a growing demand from the automotive sector: **to design vehicles that are smart, safe and environmentally friendly.** The UTAC Challenge thus supports this dynamic, by encouraging participants to consider the environmental effects of their technical choices from the design phase.



For all projects/categories, addition of qualitative "cleaner" rating criteria to the project rating criteria (technological maturity, innovation, project management, technicity, pitch, group dynamics), to value the choice of students to work on:

- **The CO2 impact of the project (components, transport, energy, computers, ...)**
- **Reducing the impact of the vehicle (mass, eco-driving, energy, etc.)**
- **Multiple possible criteria: CO2 borrowing, recyclability, global life cycle**

UTAC & its experts, if necessary, accompanying the schools, propose in the annexes CLEANER impact calculation approaches and methods for a project and / or for a vehicle.

Participation in a Physical Calibrated Test gives rise to a double score on the basis of (i) the technical criteria specific to the said Test on the one hand and which will account for 50% of the overall score and (ii) the so-called "*project*" criteria (described in Article 4.3.3 below) on the other hand, which will also account for 50% of the overall score.

Technical performance scoring in Calibrated Physical Tests: Highway, Urban, Parking

The technical scoring of the boxed Tests will be based on the evaluation of four (4) performance criteria (also referred to as "*subcategory*" below) by a system of points: each team is initially credited with a total of 100 points, divided by the Organiser among the 5 subcategories of the Test under consideration. The team will retain all its points provided that its Vehicle does not make any taxable errors about the scoring grids of the Test in question.

Penalty points will thus be charged to the total of the points of the sub-category in question, with the ceiling being the number of points allocated to that sub-category. Thus, for example, in the "*Automated Urban Route* Test" (described below) a team will not be able to lose more than 25 points for any errors committed by its vehicle in the field of "*Autonomous Driving*".

Details of the taxable errors in each of the subcategories, including the applicable reference values and penalty points, are given below for each Test. Examples are also provided in each case.

The Organiser reserves the right to apply any changes to the courses and/or technical rating criteria described below or to add additional criteria. Such changes would be specifically brought to the attention of applicants while preparing their project.

Additional information for scoring

- Time: The UTAC Challenge is not a race of speed; however, it is important to take this parameter into account by setting penalties that will apply to vehicles that are too slow.

- *Smooth Driving*: this is one of the criteria for evaluating automated vehicles that UTAC discusses with the Euro NCAP: the best automated driving should minimise critical manoeuvres - emergency manoeuvres or brakes, driver recall, etc. - anticipation and flexible driving. Penalties are applied for sudden jerks, acceleration or "sudden" instantaneous deceleration.

- Autonomous driving: during the test one (or more) Euro NCAP pedestrian dummy(s) and/or vehicle target(s) may be placed on the circuit.

- Road code compliance: in addition to the general assessment of the vehicle's compliance with road code obligations, a Euro NCAP pedestrian dummy may be placed in the traffic area.

Equipment and systems for measuring technical performance

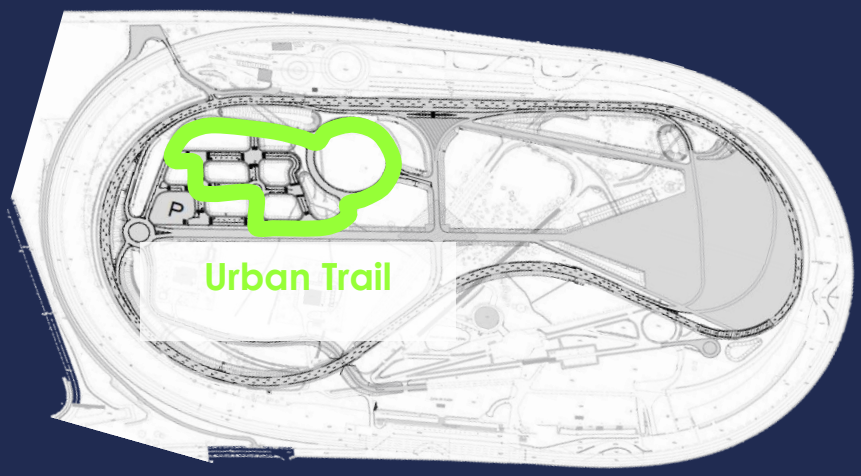
To acquire all the values and information necessary for the scoring of the technical criteria, several systems will be set up within the framework of the Tests.

Means, Equipment	Related Categories
Following vehicle: Vehicle following the autonomous vehicle	“Autonomous driving” & “Respect of the highway code” & subjective estimation smooth driving
live/camera retransmission system	“Getting Started”

Description of Calibrated Physical Tests

Automated Urban Route Test

The "*Automated urban route*" test consists of running the Autonomous Vehicle in an urban environment over a distance ranging from 1 to 2 km: 2 laps on the right-hand lane, in accordance with the highway code (except in the case of an obstacle) of a 500 to 1000 metre circuit with roundabouts, crossroads with lights (as an indication of the circuit below). Speed limit of this route: 30 km/h.



Technical evaluation criteria: (50% of the overall test score)

Getting Started - 30 points	Autonomous driving - 25 points	Time - 20 points
Driver intervention (steering wheel, accelerator or brake): - With safety risk (otherwise off the road, impact, etc.) → - 8 pt - Safety risk-free (vehicle stalls, stops, etc.) → - 2 pts Driver intervention time: → - 5 pts per 5% of total time for long procedures	Lane Keep (LSS): - With security risk (bitten line, etc.) → - 10 pts - Safety risk-free (illegal lane change, etc.) → - 3 pts Collision with manikin: → - 10 pts	Time to complete the journey: $Tmax = 1{,}5 \times Tmini$ Where Tmini is the time required to complete the journey at a speed strictly equal to the speed limitations. → - 1 pt per 5% Tmin increment after Tmax has been exceeded

Smooth Driving - 15 points	Road traffic compliance - 10 points
Subjective estimation by our experts in the following vehicle - 15 pts - 10 pts - 5 pts - 0 pts Decreasing scale according to the fluidity of the driving observed: from a fluid driving, without jerks (in speed as in direction) to a chaotic driving (bumping of the sidewalk, untimely multiple stops, sudden direction)	Respect of signage: → - 2 pts for each offence : lights, give way, stop, etc.

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Automated Highway Route Test

The "*Automated **Highway** Route*" Test consists of running the Autonomous Vehicle over a distance of approximately 4.4 km or 2 laps on a single lane of the TEQMO "highway" track (2.2 km peripheral bean-shaped track). Speed limit of this route: 50 km/h.

Getting Started - 30 points	Autonomous driving - 25 points	Time - 20 points
Driver intervention (steering wheel, accelerator or brake): - With safety risk (otherwise off the road, impact, etc.) → - 8 pt - Safety risk-free (vehicle stalls, stops, etc.) → - 2 pts Driver intervention time: → - 5 pts per 5% of total time for long procedures	Lane Keep (LSS): - With security risk (bitten line, etc.) → - 10 pts - Safety risk-free (illegal lane change, etc.) → - 3 pts Collision with manikin: → - 10 pts	Time to complete the journey: $Tmax = 1{,}5 \times Tmini$ Where Tmini is the time required to complete the journey at a speed strictly equal to the speed limitations. → - 1 pt per 5% Tmin increment after Tmax has been exceeded

Smooth Driving - 15 points	Road traffic compliance - 10 points
Subjective estimation by our experts in the following vehicle ↔ - 15 pts - 10 pts - 5 pts - 0 pts Decreasing scale according to the fluidity of the driving observed: from a fluid driving, without jerks (in speed as in direction) to a chaotic driving (bumping of the sidewalk, untimely multiple stops, sudden direction)	Speed compliance: - Percentage of overspeed time over travel time. → - 2 pts per 5% step

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Automated Parking Test

The "*Automated parking*" test will require the vehicle to perform a safe automated parking manoeuvre.

Note: *Although this functionality is already commercialised, the services and performance available on the market can still be improved; this is envisaged both in terms of regulation and in the Euro NCAP and discussions are ongoing to this effect*.

This Test will include the placement of a pedestrian dummy, in order to verify the ability of the Vehicle to detect it and to interrupt its automatic parking manoeuvre; it will also be verified that the automated driving of the Vehicle is not exclusively based on a pre-recorded map and used blindly.

The more complex functionality of "*valet parking*" is also included in this category: the vehicle starts from an initial point, automatically goes to an area with an available space and parks there; or conversely it performs the same steps in the opposite direction - in order to allow its owner to recover it at the exit of the parking.

Getting Started - 30 points	Efficiency - 30 points	Road traffic compliance - 15 points
Driver intervention: With security risk (otherwise loss of control, impact, etc.) ➔ - 8 pt Safety risk-free (vehicle stalls, stops, etc.) ➔ - 2 pts	Ratio of vehicle length and width to parking space Variety of feasible parking scenarios Number of manoeuvres Automatic seat search	Collision with manikin: A dummy shall be placed randomly on the course during the manoeuvre ➔ - 10 pts Not using flashing lights: → - 5 pts

Smooth Driving - 15 points	Time - 10 points
Subjective estimation by our experts in the following vehicle - 15 pts - 10 pts - 5 pts - 0 pts Decreasing scale according to the fluidity of the driving observed: from a fluid driving, without jerks (in speed as in direction) to a chaotic driving (bumping of the sidewalk, untimely multiple stops, sudden direction) Impacts and Line Crossings ➔ - 8 pt	Time to complete the journey: $Tmax = 1{,}5 \times Tref$ Where Tref is the time required to complete the journey at a speed strictly equal to the speed limitations. → - 1 pt per 10% Tref increment after exceeding Tmax

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5.3.2. "Safer" Free Test

Content of the Free Safer Test

The UTAC Challenge remains an open and free event; it intends to host, alongside the events framed according to a pre-established scheme, any events or challenges that may be suggested by a team (for itself).

Such tests may include one or more of the challenges listed below (but this list is not exhaustive):

- New driving duties or driving aids
- Artificial intelligence intervention in functionality
- Acoustic innovations
- Hydrogen powertrains (H2 GMP)
- Electric vehicles EV & PHEV
- Vehicle-To-Grid & Battery Charging
- Cybersecurity
- Connectivity
- Improvements to driver's stations
- Obstacle detection and elimination of false positives
- Obstacle detection and automatic braking
- Obstacle detection and automatic avoidance
- Early Obstacle Detection and Driver Alert
- V2X Alert Hazard Detection
- Detection of a V2X anomaly or cybersecurity attack
- Barrier and situational awareness, artificial intelligence
- Increased vision for the driver
- Human-machine interface and driver monitoring
- Location
- Navigation
- Merger-decision
- Efficient and safe automatic management of roundabouts, stop, red light crossroads, tolls, level crossings, cycling areas or bus lanes
- Vehicle actions, automated anticipatory or safety manoeuvres, automated emergency manoeuvres
- Width of the operating range (obstacles and objects, night, wet road, tunnel, dirty panel, sunglare or projector...)
- *Smooth driving* (see above the definition proposed by UTAC to Euro NCAP)
- Good conduct (compliance with the traffic code, usual, understandable and predictable conduct, ethical conduct...)
- Convoy driving of at least 2 vehicles (*platooning* function)
- *Safety always-on* (an automated alert or driving function remains active even when driving manually and is triggered if there is a safety risk)
- Modelling and simulation, test/simulation correlation

Participation in the Free Test does not necessarily require a Vehicle.

Any team wishing to compete in this category will inform the Selection Committee of the challenge(s) it proposes as part of its Application Package. The definition of this challenge may be accompanied in accordance with the terms of Article 4.1 of this Regulation.

The proposal by a team of a Free Test must necessarily receive the approval of the Selection Committee, in order to be able to be effectively integrated into the UTAC Challenge. The Selection Committee shall take the final decision on the proposal(s) thus made by the team concerned, i.e. as a final decision and without recourse.

The Freestyle Test may, at the discretion of the team concerned, take place on any area of the TEQMO tracks, provided, however, that it complies with these Rules (including the Site Rules and the Safety Rules) and is compatible with the conduct of all the Tests and Animations of the UTAC Challenge.

Note: *A team that is unsafe or somewhat "fair" to target good performance in the automated driving categories may apply in this category to ensure good performance. This will not prevent it from competing in subsequent years in any other category of automated driving*.

Scoring of the Free Safer Test

Participation in the Open Test gives rise to a double rating on the basis of (i) technical criteria specific to the said Test on the one hand and which will account for 50% of the overall score and (ii) so-called "project" criteria (described in Article 4.3.4 below) on the other hand, which will also account for 50% of the overall score.

The Technical Rating of the Free Test will assess three (3) performance criteria (also referred to as "*subcategories*") listed below. Each criterion will be rated by the Selection Board within the limit of the maximum points allocated to the sub-category concerned. Runway evaluation and consideration of taxi criteria are only valid for 1:1 scale vehicle, although runway demonstrations of reduced models are possible.

Technical mastery of the subject and questions/answers - 40 points	Results and Technical Impact - 30 points	Presentation - 30 points
Solution efficiency and proven performance	Safer: Interests in road safety, vehicle safety/validation, fuel consumption, performance, etc.	Quality of presentation, support, communication skills

5.3.3. Free Cleaner Test

Content of the Free Cleaner Test

In parallel to the Safer open competition, an open and free cleaner test is being introduced this year, with the aim of enhancing environmental performance and added value.

Such tests may include one or more of the challenges listed below (but this list is not exhaustive):

- Optimisation of energy consumption (petrol/diesel, electric, autonomy, planning, thermal comfort, ...)
- Eco-driving / Driving optimisation / New driving functions or driving aids
- Vehicle load optimisation (V2X, strategy / algorithms, ...)
- Alternative fuel
- Retrofit vehicle (thermal to other thermal or electric or hybrid or hydrogen or other...)
- Micromobility (alternative
- Analysis Life cycle project or product with proposal to reduce the environmental impact (carbon footprint, greenhouse gases, health, etc.).
- Optimisation of car transport (alternative public versus individual transport, other individual mobility solutions)
- Artificial intelligence intervention in cleaner functionalities
- Innovative or hydrogen powered powertrains (H2 GMP)
- Electric vehicles EV & PHEV
- Vehicle-To-Grid & Recharge batteries

Participation in the Free Test does not necessarily require a Vehicle.

Any team wishing to compete in this category will inform the Selection Committee of the challenge(s) it proposes as part of its Application Package. The definition of this challenge may be accompanied in accordance with the terms of Article 4.1 of this Regulation.

The proposal by a team of a Free Test must necessarily receive the approval of the Selection Committee, in order to be able to be effectively integrated into the UTAC Challenge. The Selection Committee shall take the final decision on the proposal(s) thus made by the team concerned, i.e. as a final decision and without recourse.

The Free Test may, at the discretion of the team concerned and if feasible for the organiser, take place on all areas of the TEQMO tracks, provided, however, that this Regulation (including the Site Rules and the Safety Rules) is complied with and that it is compatible with the conduct of all the Tests and animations of the UTAC Challenge.

Project Cleaner:

- The aim is to propose projects **dedicated** to the environmental impact **of a vehicle innovation** (CO2, recyclability, life cycle, eco-driving, polluting emissions, consumption, energy balance, etc.)
- The objective is to propose an improvement in the environmental impact of the vehicle, or part of the vehicle, component

Scoring of the Free Test "cleaner"

Participation in the Open Test gives rise to a double rating based on (i) technical criteria specific to the said Test on the one hand and which will account for 50% of the overall score and (ii) so-called "project" criteria (described in Article 4.3.4 below) on the other hand, which will also account for 50% of the overall score.

The Technical Rating of the Free Test will assess three (3) performance criteria (also referred to as "*subcategories*") listed below. Each criterion will be rated by the Selection Board within the limit of the maximum points allocated to the sub-category concerned. Runway evaluation and consideration of taxi criteria are only valid for 1:1 scale vehicle, although runway demonstrations of reduced models are possible.

Technical evaluation criteria: (50% of the overall test score)

Technical mastery of the subject and questions/answers - 40 points	Results and Technical Impact - 30 points	Presentation - 30 points
Knowledge of the ecosystem [10pts] • Documentation and interpretation (5pts) • Relevance selection (5pts) Identification of the relevant and comprehensive framework, objectives and solutions, influential parameters and study methods chosen (PDCA, FMEA, risk analysis, ISOxxx, LCA, etc.) [20pts] • Frame and influential parameters (5pts) • Objectives and solutions (5 pts) • Influential Parameters (5pts) • Study method (5pts)	Relevance of the solution (Interests for the validation of vehicles, their energy consumption / efficiency, their performance, their carbon and/or environmental footprint, their recyclability etc) [15 pts] Solution efficiency and proven performance: % achievement of initial project objective or theoretical/practical correlation** [15pts] Bonus [+5pts max]: for each deviation from the target, an analysis and feedback with solution is proposed for correction.	Quality of presentation, support [15pts]: • Clarity (5pts) • Consistency (5pts) Proficiency in communication (fluency, hearing, structuring) [10 pts] History /capitalisation/ return experience [5pts] • Summary and technical facts (1pt) • Actions List Identified (2pt) • Closed Actions (2pts)

Quality / robustness of technical mastery (question / answers) [10 pts]		

**: The definition of the target to be achieved (physical tests, simulation, CO2 gain, consumption gain, travel time gain, etc.) will have to be defined and communicated before the test and clearly explained in the application file at the end of 2025.

5.3.4. ONLINE Test

In the interests of inclusiveness and international openness, **an online event is now offered under the category Free**, exclusively open to **non-French teams** that cannot be physically present on the Challenge site.

Teams participating in this event will follow the **same schedule as other participants** for all administrative, technical and pedagogical deadlines (application, submission of dossiers, etc.), **except for the technical demonstration**, which may be scheduled on a slightly different date to take into account time zone or technical availability constraints.

The **opening ceremony** as well as the **awards ceremony** will be **livestreamed**, allowing all international teams to remotely follow and participate in these highlights of the Challenge.

Content of the ONLINE test

The content of this online test is the same as for the Free Safer (cf. 4.4.2.) and Free Cleaner (cf. 4.4.3.) tests

Online Test Score

The scoring of this online test is the same as for the Free Safer (see 4.4.2.) and Free Cleaner (see 4.4.3.) tests

However, to respect equity between in-person and remote teams, **they will be ranked specifically**, independent of the ranking of the teams physically present during the events.

This new modality aims to encourage the participation of international teams while maintaining a high level of technical requirements, scientific rigour and equity in the selection and valorisation of projects.

6. EVALUATION (CRITERIA, TEST RUN, EXPECTED DELIVERABLES, RANKING)

6.1.1. Project Evaluation Criteria for All Tests

In addition to technical performance, the UTAC Challenge intends to use a specific rating to evaluate the criteria referred to as "*project*" listed below.

The scoring of these criteria will constitute 50% of the overall score of the team at the Test under consideration (whether it is a framed test or a free test; it thus complements, equally, the scoring of the technical performance of the projects.

Note: *this is not a question of imposing restrictive and arbitrary quantitative criteria for teams whose resources are limited, and which do not aim at regulatory or industrial performance but possibly educational.*

The **7** criteria **with a new CLEANER criterion for 2026**, will therefore be rated according to a scale of 1 to 5 by the Jury, which will draft a reasoned assessment.

Technological maturity - 15 points	Innovation - 10 points	Project management - 15 points
Development progress, number of fundamental functions (detection, merge, navigation, control/command, etc.)	Innovative and original character of the project (function, vehicle integration, etc.)	Rigour, frugality and effectiveness of project management, considering the time, resources and possible aid granted to the project. Project outreach, ability to find financing
Technical - 20 points	Pitch - 15 points	Group dynamics - 10 points
Implementation of scientific and technical expertise	Presentation of the poster and Communication	Team spirit, perseverance, fair play and diversity (in the broad sense: culture, disability, gender, etc.)

CLEANER ENVIRONMENTAL PERFORMANCE - 15 pts:
Assessment of the environmental impacts of the project (greenhouse gas emissions, pollutants, recyclability, energy consumption, etc.) *Rating criteria:* ○ *0: No demonstration taken into account* ○ *1: Demonstration initiated but deterioration environmental impact* ○ *2: Incomplete demonstration, limited effort, or no measurable effect* ○ *3: Theoretical analysis / partial analysis* ○ *4: Good analysis, low impact* ○ *5: Comprehensive study and positive impact in the project*

The final project submission package, submitted **on April 20, 2026** prior to the test and described on the next page, will be of great importance in the Project note. Its good writing on the content as well as

on the correct spelling, illustrations, ... is therefore of crucial importance. This dossier may be accompanied by annexes if this is useful for comprehension and evaluation.

This final file accounts for 50% of the rating and must clearly show (by sentences, diagrams, photos, ...) the work done, the developments made, the results obtained, even incomplete.

6.1.2. Conduct of the Tests

Oral presentation of the project: Pitchs - All teams

During the Challenge, each team will have to present their project orally to the Jury, during a **5-minutes presentation** session**.**
This presentation will necessarily be based on an audio-visual support (Powerpoint type). This presentation will be filmed and must be sent a few days before the Challenge by a set date, which will be communicated in advance by the organising team.
The performance of the team in the context of the presentation of its project will be part of the Jury's scoring (in accordance with the scale detailed in paragraph 4.3.3 above).
The pitch, slides and presentations of the day of the event are in English
The Tests consist of a practical component (relating to performance on site) and a theoretical component.

Dynamic Technical Demonstration of Calibrated Physical Tests: Highway, Urban, Parking

The tests will take place in the order indicated by the Jury over a period of **30 minutes** including questions/answers. **Crews must be ready on D-Day and will not have access to the runways and their vehicles on the morning of the UTAC Challenge.** The details of the order of passage of the teams participating in the same Test will be determined by the Organiser and communicated to the teams in good time.
Each team will be able to carry out **two official attempts**, to demonstrate the performance of their Vehicle. Each of these attempts will be evaluated and scored by the Jury, but only the most convincing attempt, that is, having produced the best overall score, will ultimately be retained.
Each attempt here is considered one and indivisible. The final rating cannot therefore be the result of a mix of the best results, by subcategory, of the two attempts made.

Static Technical Demonstration of Free Tests: Safer, Cleaner

The tests will take place in the order indicated by the Jury over a period of **30 minutes** including questions/answers.
This presentation will necessarily be based on an audio-visual support (Powerpoint type). This presentation will be filmed and must be sent a few days before the Challenge by a set date, which will be communicated in advance by the organising team.

The performance of the team in the context of the presentation of its project will be part of the jury's scoring (according to the scale detailed in paragraph 5.3.2 & 5.3.3 above).
The pitch, slides and presentations of the day of the event are in English

Technical Demonstration of the ONLINE Test

A **30-minute session** will be dedicated to the demonstration of the project. This can be done live by videoconference (camera on the vehicle or on the developed solution) or by broadcasting a **pre-recorded video**, if real-time demonstration is not possible for technical or logistical reasons.
This session may be scheduled on a slightly different date to accommodate time zone or technical availability constraints.

6.1.3. Expected Deliverables

Application file

Applications for the UTAC Challenge shall be the subject of a dossier compiled in accordance with the terms of this Article.
This dossier shall be drawn up, at the choice of the candidate, **in English or French**; it shall describe in no **more than six (6) pages**, the Vehicle (if any), the selected Tests, the performance objectives and the methods of their measurement and/or demonstration (the "Application dossier").

The Application Package shall also contain or describe, on a preliminary basis:

- The full composition of the team, including a short CV, marital status and contact details of each of its members - any minor must produce parental authorisation to participate in the Challenge;
- The partnerships, sponsors and technical or material aids envisaged on the part of industrialists, manufacturers, equipment manufacturers, researchers, testers, etc.
- The estimated project budget: planned expenditure, in-kind contributions (parts, components, etc.), human resources (in man-days);
- The certificate of adherence to this Regulation (including the Site Rules and the Security Rules), the model of which is shown on the Internet Page, dated and signed by each of the members of the team (one certificate per person, including at least one of the parents who have custody of the parental authority over any minor participant), and
- The right to the image certificate referred to in Article 5.2.1 - Right to the image, hereafter, according to the model appearing on the Internet Page.

The Selection Committee reserves the right, on receipt of applications and after examining all of them, to set a ceiling, if necessary, on the overall authorised budget of the projects, in order to "*smooth*" and harmonise, if necessary, the resources available to the teams (and thereby avoid any excessive distortion in favour of teams with disproportionate resources).

The Application Package (and any questions) should be sent by email before **25 October 2026** to **utacchallenge@utac.com** and **copied to alain.piperno@utac.com and clara.poillion@utac.com.**

The receipt of the Application will give rise to a first return within fifteen weeks, the decision to accept the registration being the decision of the Selection Committee.

Several projects per school may be candidates but depending on the number of candidates the organiser reserves the possibility to slightly limit/group the projects by school on D-Day in May 2025.

Note: Once the application has been validated by the organisation, any team agrees to pay the costs of participation, including in case of abandonment or non-presentation to the Challenge. This rule is intended to ensure the logistical and administrative balance of the event. No derogation may be granted.

Final project submission file

Each team must send to the Organising Committee, no later than three (3) weeks before the UTAC Challenge, a file describing **in twelve (12) pages at most (including the technical annexes, not to mention the administrative annexes (CV, image rights authorisations, signature regulations), its project** and its Vehicle (if applicable), the Tests it has chosen, the performance objectives and the methods of their measurement and/or demonstration (the "Final File").

This final file accounts for 50% of the rating and must clearly show (by sentences, diagrams, photos, ...) the work done, the developments made, the results obtained, even incomplete.

Cases that are too long or incomplete will be sanctioned.

The Final Dossier shall also contain or describe:

- The full composition of the team, including the CV, marital status and contact details of each of its members - any minor must also produce a parental authorisation to participate in the Challenge;
- All the partnerships, sponsors and technical or material assistance that the project and/or the team may have received from industrialists, manufacturers, equipment manufacturers, researchers, testers, etc.
- The entire project budget: expenditure incurred, in-kind contributions (parts, components, etc.), human resources (in man-days);
- The certificate of insurance referred to in Article 5.3.3 - Insurance, hereinafter);
- The certificate of adherence to this Regulation (including the Site Rules and the Security Rules), the model of which is shown on the Internet Page, dated and signed by each of the members of the team (one certificate per person, including at least one of the parents who have custody of the parental authority over any minor participant);

- The right to the image certificate referred to in Article 5.2.1 - Right to the image, hereinafter, according to the model on the Internet Page, and
- Where applicable, any request for a workspace and/or storage area on the Site during the Challenge (specifying the area and justifying it in the light of the project needs).
- The application and final documents can be written in French or in English, which would be appreciated; In any case the pitch, slides and presentations of the day of the event are in English.

6.1.4. Rankings

The participating teams will be ranked in two ways: one by category, for the Contested Events, on the one hand, and a general classification, on the other.

Classification by category - Any project contributing to a Test will be rated by the Jury on the basis of (i) the technical criteria specific to the test (which will account for 50% of the overall score) and (ii) the so-called "project" criteria described in paragraph 4.3.2 above (which will also account for 50% of the overall score).

Distinction between types of participants - To ensure a fair evaluation, startups and educational institutions (schools or universities) will be ranked separately. Thus, a school and a startup do not compete in the same category and are therefore not directly compared in the official rankings, even if they participate in the same events. This distinction takes account of the different means, objectives and maturity between educational structures and emerging professional actors.

The projects presented as part of the online competition, to respect the equity between the teams in person and those at a distance, **will be the subject of a specific ranking**, independent of the ranking of the teams physically present during the events.

Special Jury Awards - The Jury will also recognise the best projects in all categories, notwithstanding the results achieved by each team in the category ranking. Thus, these prizes will not be based solely on the performances recorded in the various Tests, but will also aggregate any performance indexes deemed relevant by the Jury, which will enjoy a sovereign discretion in the matter. The Jury also reserves the right to create or not award certain prizes based on the number of projects submitted in each category.

Non-Ranking Participation - Candidates may participate in the UTAC Non-Ranking Challenge if they wish. This option is open to them, in order to mobilise the energies of a team on a project whose degree of success would remain uncertain for the 2024 edition of the Challenge, so that the latter can nevertheless serve as a milestone objective, as a preparatory step for the next edition of the Challenge. Apart from the lack of classification, such participation does not exempt the team(s) concerned from any of the obligations set out in this Regulation - including the Technical Specifications of their Vehicle.

The ranking will not result in each team being awarded an absolute final score; it will only be the relative ranking of the teams (gold - silver - bronze type, etc.), as established by the Jury.

Note: given the wide development fields of the Autonomous Vehicles sector and the challenges that they can create (especially among teams!), the scoring of projects in absolute value did not appear to be relevant in the context of a resolutely open Challenge. It is therefore under this approach, which aims to promote the creativity and imagination of the teams as far as possible, including in the challenges themselves, that it was decided to abandon any ranking in absolute value or points.

Prizes - **Prizes** (from EUR 300 to EUR 2,000) will be awarded to the winners, including, for example:

- Driving session in supercars.
- Invitations to a UTAC event on the Linas-Montlhéry Autodrome with track christenings or other privileges.
- **Non-exhaustive list**

7. PARTICIPATION IN THE CHALLENGE (CANDIDATES, REGISTRATION, SPONSORS, JURY, ADMINISTRATIVE ASPECTS)

7.1. CANDIDATES - HOW TO APPLY FOR THE CHALLENGE

Candidates

Participation in the Challenge is open to all.

However, in view of the characteristics of the underlying project (particularly in terms of the support of candidates by professionals in the automotive sector), priority will be given to the selection of engineering schools, IUT and other training courses awarding diplomas recognised by the State (in France or abroad).

Start-ups, young innovative companies with potential on connected autonomous vehicles, are also welcome, whatever their form and legal status.

The participation of researchers or teachers to mentor and/or assist their students in their project is not prohibited, but should be declared and estimated in the Final Dossier, along with material or intellectual support from sponsors or partners, in order to be able to estimate the added value of team members on their project (as one of the criteria for scoring the tests).

The online event is now offered in the Free "Safer" & "Cleaner" category, **exclusively open to non-French teams** that cannot be physically present on the Challenge site.

How to register

Application Validation Process

The application validation process will begin **after receipt of the application package** (see 5.3.6) on October 25, 2025.

Candidates will be selected by the Selection Committee based on various criteria to assess the relevance of their project:

- Compliance of the dossier with these Regulations and its relevance to the Tests.
- The quality of the dossier and its objectives.
- The relevance of the project and its objectives for road safety.
- The composition of the team, its motivations and the appropriateness of its project to the lessons learned, if any.

Candidates will be invited to answer further questions or take an oral exam depending on the content of their application.

Note: *As the objective is not to waste time on schools or student projects, a serious, even modest, dossier is likely to receive an initial favourable opinion and then be validated.*

Registration and other fees

The Challenge registration and participation fees **shall be paid to the organiser by January** and shall be:

Tests: **Highway**, Urban, Parking, Free Safer and Free Cleaner:

- 500 euros HT per project, for a group of 10 students enrolling in the student's category. A **surcharge of 40 euros HT** will be applied **per additional student** above this threshold of 10.

- 1500 euros HT per project, for schools or companies for a group of 10 professionals enrolled in the Pro category. A **surcharge of 40 euros HT** will be applied **per additional trader** above this threshold of 10.

Tests: ONLINE

- 500 euros HT per project, for a group of students enrolling in the student's category.
- 1500 euros HT per project, for schools or companies for a group of professionals enrolled in the Pro category.

This fee structure was designed to **consider the wide variability in team sizes**, which can range from **2 to more than 25 members**. This ensures fair participation while covering the costs of organising, hosting and logistical services for participants.

The site's tracks will be made available free of charge by the Organiser under the conditions described in this Regulation, but all other costs will be borne by the candidates: transport of vehicles, fuel, insurance, possible rental of storage, testing and tooling equipment, restoration of teams, etc.

Note: Once the application has been validated by the organisation, any team agrees to pay the costs of participation, including in case of abandonment or non-presentation to the Challenge. This rule is intended to ensure the logistical and administrative balance of the event. No derogation may be granted.

Admission to the Challenge

Registration for the Challenge is not legal but is exclusively the result of the decision of the Selection Committee. The Selection Committee ultimately decides on the applications sent to it, so that its decisions are final and not subject to appeal.

7.2. PUBLIC, SECURITY, PRIVACY, IMAGE RIGHTS

7.2.1. Right to the image - confidentiality

The course of the Challenge will give rise to all photographs and/or audio or video recordings of the Vehicles, teams, teammates and events at the initiative of the Organiser. By participating in the Challenge, each team and each team member consents to such recordings and/or photographs and irrevocably accepts their use by the Organiser for any internal or external communication purposes (including any presentations, promotional spots, advertising, etc.) for an indefinite period.

In view of the above, the teams waive any confidentiality relating to the form and all visible parts of their Vehicle, as well as the services performed in the context of the Challenge. Beyond that, the Organiser declines all responsibility for any confidential elements contained in any project or Vehicle. The team concerned shall assume all obligations for the purpose of protecting the information to which it intends to confer a confidential character, without any possible recourse against the Organiser. Notwithstanding the above, any team may inform the Organiser of the sensitivity of any information (including any image) relating to its Vehicle or project (the "Sensitive Content"). The Organiser, provided that it has been duly informed in good time, will make its best reasonable efforts to ensure that the Sensitive Content appears as little as possible in its own communications to third parties.

In addition to the above, a summary of the objectives of the Challenge and/or the characteristics of the Vehicles, as well as the results and images of the Challenge may be made public by the Organiser at its own discretion.

Each participant shall nominally undertake to transmit to the Organiser a duly dated and signed prior authorisation confirming its acceptance of the terms of this clause relating to its right to the image, in the form of the template available on the Internet Page.

7.2.2. Personal data

The Organiser implements the processing of personal data concerning the members of the participating teams. These treatments have the following characteristics:

Purpose	Legal basis	Data Categories	Categories of persons	Duration
Prospecting and animation	Legitimate interest	Identity/Civil status Contact Information	Employee Partners Leads	3 years
Managing the relationship with partners		Identity/Civil status Contact Information Personal / professional life	Partners Employees Leads Customers	Longest duration between: duration of the contractual relationship and firm duration of 3 years.
Organisation, registration and invitation to Organiser events.		Identity/Civil status Contact Information Personal / professional life	Customers Employees Leads Guests	3 years

Depending on the purposes set out above, the categories of data retained may differ slightly, the latter being essentially linked to the nature of the relationship, if any. This information is necessary for the purposes identified below.

The data processed are intended for the authorised persons of the Organiser, as well as the entities of his group.

Under the conditions defined by the Data Protection Act and the European Data Protection Regulation, natural persons have the right to access data concerning them, to rectify, to restrict, to be portable and to erase.

The data subjects concerned by the processing operations also have the right to object at any time, on grounds relating to their situation, to the processing of personal data having as a legal basis the legitimate interest of the Organiser, as well as the right to object to commercial prospecting.

They shall also have the right to lay down general and specific guidelines on how they intend to exercise the above rights after their death by e-mail to **utacchallenge@utac.com** and **copy to alain.piperno@utac.com, clara.poillion@utac.com** or by post to the organiser, accompanied by a copy of a signed identity document.

The persons concerned have the right to lodge a complaint with the CNIL.

7.3. TERMS OF PARTICIPATION IN THE CHALLENGE

7.3.1. Vehicle Identification - Sponsors

Each team will be able to adopt the name of its choice (including the name of its school (subject to any necessary authorisations), the underlying start-up or any fancy name (provided that it remains in accordance with the spirit of the Challenge). The Organiser may, if necessary, request the modification of any name deemed inadequate.

The teams will be able to rely freely on the logistical, financial, technical, etc. support of any partner of their choice, thus called to sponsor them.

Such support must be disclosed to the Organiser as soon as possible, the latter reserving the right to exclude certain partners for just reasons given the nature of the Challenge (alcohol promotion, etc.).

Subject to the above, the Vehicles will be free to display any logos or references to their possible sponsors. They will also systematically reserve (i) a space of 40 cm x 50 cm on each of the two doors of the Vehicle and (ii) the sun-visor banner of the windscreen for the Organiser, so that the latter can affix all logos of his choice (in particular his own, those of the Challenge or of any sponsor or general partner of the Challenge).

The Organiser, with the possible assistance of its partners from the PFA and the SIA, reserves the right to select any public or private, industrial, academic or other bodies that may act as sponsors or sponsors of the Challenge or the participating teams and thereby (non-exhaustively):

- Present demonstrations, conferences or stands during the Challenge.
- Sponsor and be associated with written and oral communications regarding the Challenge or TEQMO tracks, before, during or after the Challenge.
- To offer or lend to participating teams in the design and development of their Vehicle all means, tools, vehicles, skills, workshops, tracks, etc.

7.3.2. Spaces allocated to teams on the Site

The Organiser offers a workspace and storage for teams, within the limits of available spaces. These spaces shall be allocated among the teams upon request, in the order in which they are received and as necessary for the team concerned, taking into account the actual attributes and needs of its project. Any team requiring space on the Site during the Challenge must mention it in their Final Dossier, indicating the surface and the storage areas required.

Teams will be able to benefit from paid services (workshops and additional and secure spaces) inside the Site. The nature, price and availability of these services will be communicated by the Organising Committee on request.

Teams will each have to provide accommodation and catering for their members during the Challenge: no camping is allowed on the Site. The Organisational Committee shall, however, make every effort to assist those participants who so request and who may have difficulties in finding all possible individual solutions.

The teams will be responsible for the cleanliness of the allocated areas and will have to bring a fire extinguisher.

7.3.3. Insurance - Disclaimer of liability of the Organiser

As a substantial obligation of its registration in the Challenge, each participating team must certify at the latest on the date of submission of its Final Dossier, that it has subscribed or benefited as insured from the following risk hedges:

- All damages of any kind caused to persons in connection with the Challenge (including all related services, including vehicle transport, testing, etc.), regardless of the victim (team member, other participant, member of the public, etc.).
- Any personal or intangible damage caused to anyone (including the Organiser) in connection with the Challenge, including (without limitation) any damage to movable property (such as the Vehicle of another team) or real estate (notably caused by the Vehicle to the infrastructure of the Site, to the TEQMO tracks, etc.). Such cover shall ensure that the damage caused and the intangible damage likely to result therefrom are repaired to new.

It is recalled, for the purposes of this clause, that the taxiing of the Vehicles in the context of the Challenge on the TEQMO tracks and the access to the tracks, will be limited to 50 km/h and will be secured by professionals.

THE ORGANISER DECLINES ALL LIABILITY FOR COMPENSATION OF THE TEAMS AND/OR EACH OF THEIR MEMBERS FOR ANY DAMAGES, WHATEVER THEIR NATURE, IF ANY SUFFERED DURING THE CHALLENGE. SUCH DAMAGES WILL BE COVERED BY THE POLICIES PURCHASED BY THE TEAMS OR WHICH THEY COULD BENEFIT FROM AS INSURED.

Formal acceptance of this clause is a substantial condition for the participation of any natural or legal person and/or team in the Challenge. Such acceptance shall be based on the acceptance by the person concerned of the terms of this Regulation.

7.3.4. Compliance with the Site Rules and Safety Rules - Sanctions - Disputes

Participation in the Challenge presupposes strict compliance with these Rules as well as the Site Rules and Safety Rules in force at the Linas-Montlhéry Autodrome site.

Any person, team or vehicle whose conduct in connection with the Challenge (in particular when preparing the project, conducting tests or conducting tests) would contravene the Regulations or be inappropriate, incorrect or dangerous may, on the decision of the Competent Body (as defined below), be subject to a penalty ranging from a simple penalty (applied in connection with a test or the project as a whole) to the exclusion of the Challenge, for a provisional or definitive period, with immediate or deferred effect.

Any violation of the Rules and more generally any dispute or complaint issued in connection with the Challenge shall be the exclusive competence of the following bodies (the "Competent Body"):

- The Organising Committee for all disciplinary offences, and
- The Jury for any other offences or disputes between the teams.

The Competent Body shall be seized either on the initiative of any member of the Organiser's services (including any member of the Competent Body itself, who may thus seize himself or herself of any matter relating to the application of the Rules) or of any other participant.

Referral to the Competent Body shall be made by any means, including verbal ones, for the complainant to adduce any evidence capable of proving the facts he alleges.

The Competent Body will necessarily rule on such a referral, if only to decide that it will not give rise to any prosecution.

In the case of minor breaches of the Rules (i.e. no danger to persons or property or fraud or attempted fraud in the context of the Challenge), the Competent Body shall favour an approach such as:

- 1st offence: call to order.
- 2nd infringement: penalty applicable to the team of the candidate concerned.
- 3rd offence: exclusion (temporary or permanent) of the person concerned or of the entire team.

However, and notwithstanding the foregoing, the Competent Body shall remain entirely free to decide and, where appropriate, to decide on the nature of the sanction it intends to apply.

No effective penalty may be imposed without first inviting the person or persons complained against to comment on the facts alleged against them. Subject to this reservation, the Competent Body shall organise its appraisal and decision-making process as it sees fit.

The decision taken will be communicated by any means to the party concerned (and to the complainant where appropriate). It will be deemed to be rendered first and last, that is, final and not subject to appeal.

7.3.5. Evolution of the applicable rules

The Organiser reserves the right to change these Rules and any related set of rules (including the Site Rules and the Security Rules) and to change the Tests (including the technical criteria referred to herein) or to create new Tests, subject to notification by any means (including by e-mail) to all participants.

Any matters not covered by these Rules shall be within the sole and discretionary competence of the Organiser, without recourse by the Participants.

The Organiser reserves the right to move the dates of the Challenge or even to cancel or cancel (totally or partially) certain Tests on a discretionary basis and without compensation of any kind for the participants.

7.3.6. Evaluation Panel

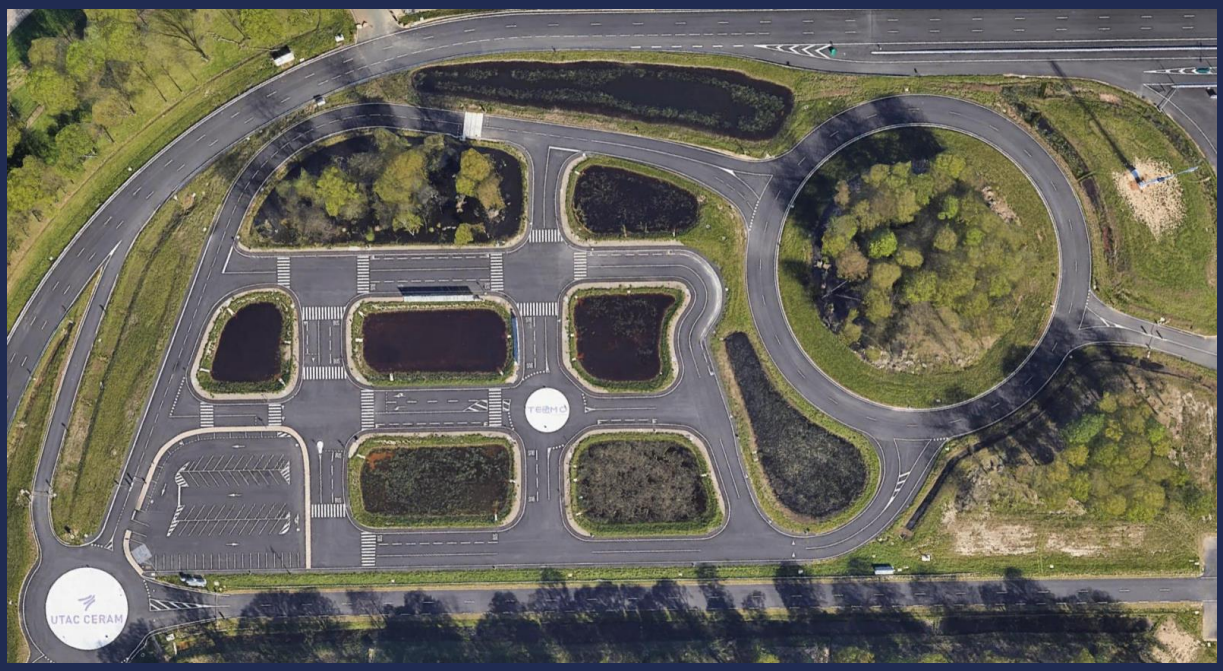
The jury will be made up of several UTAC specialists in ADAS testing and automated vehicles, connectivity, HMI, environmental impact, as well as specialists selected from manufacturers, equipment manufacturers, research institutes, foundations, public authorities, journalists and specialised media.

A person can be part of the jury even if he is employed or in business relations with a company having privileged relations or even common interests with a school, an IUT or a start-up participating in the Challenge (joint projects, collaborations, members of the Board of Directors). However, to avoid any conflict of interest, the interested party will not be able to participate in the evaluation of the team concerned.

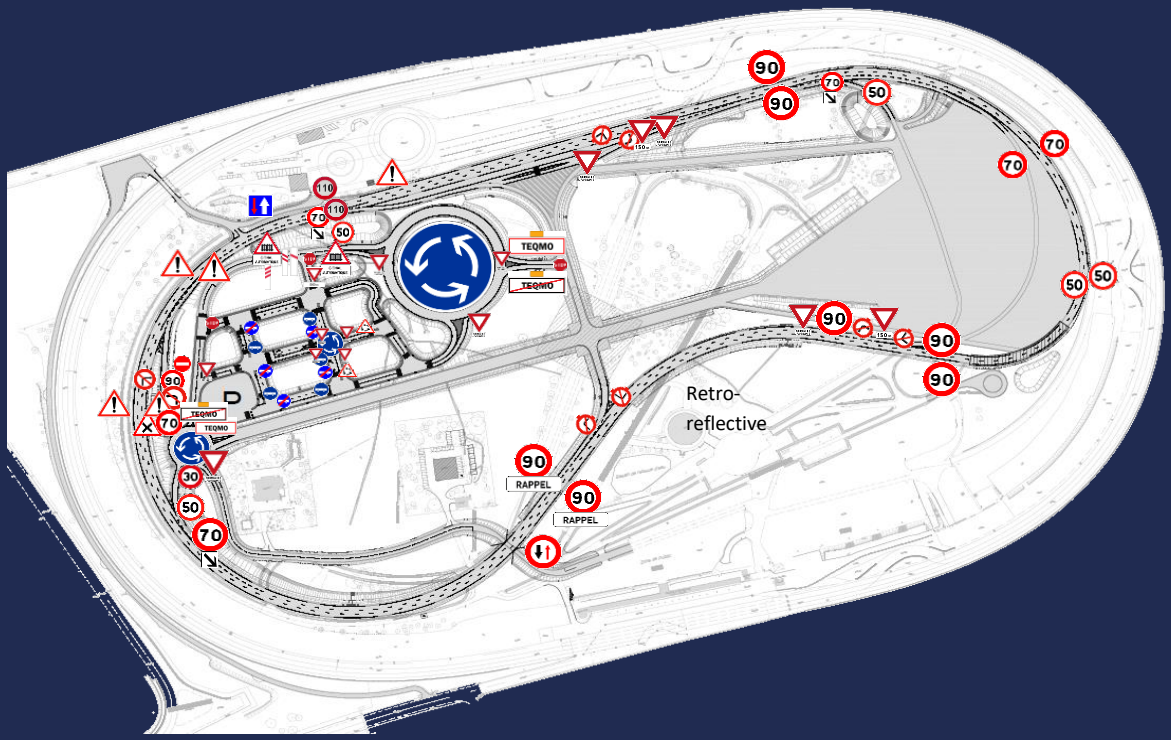
8. ANNEXES

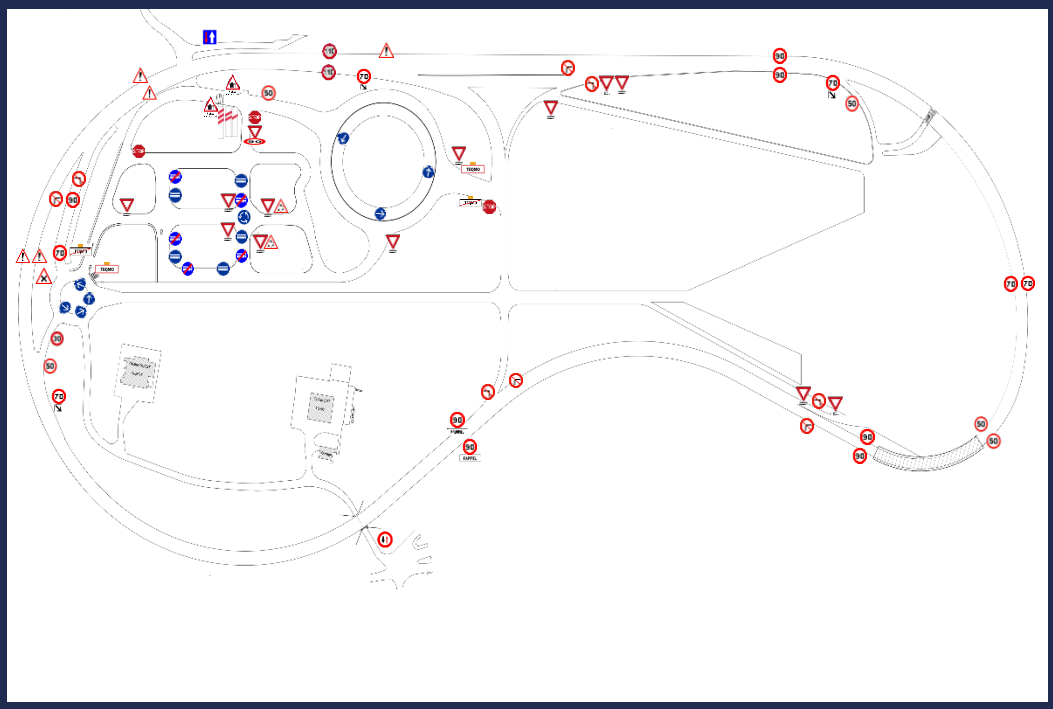
8.1. TOOLS AVAILABLE

Map of the Linas-Montlhéry Autodrome: TEQMO



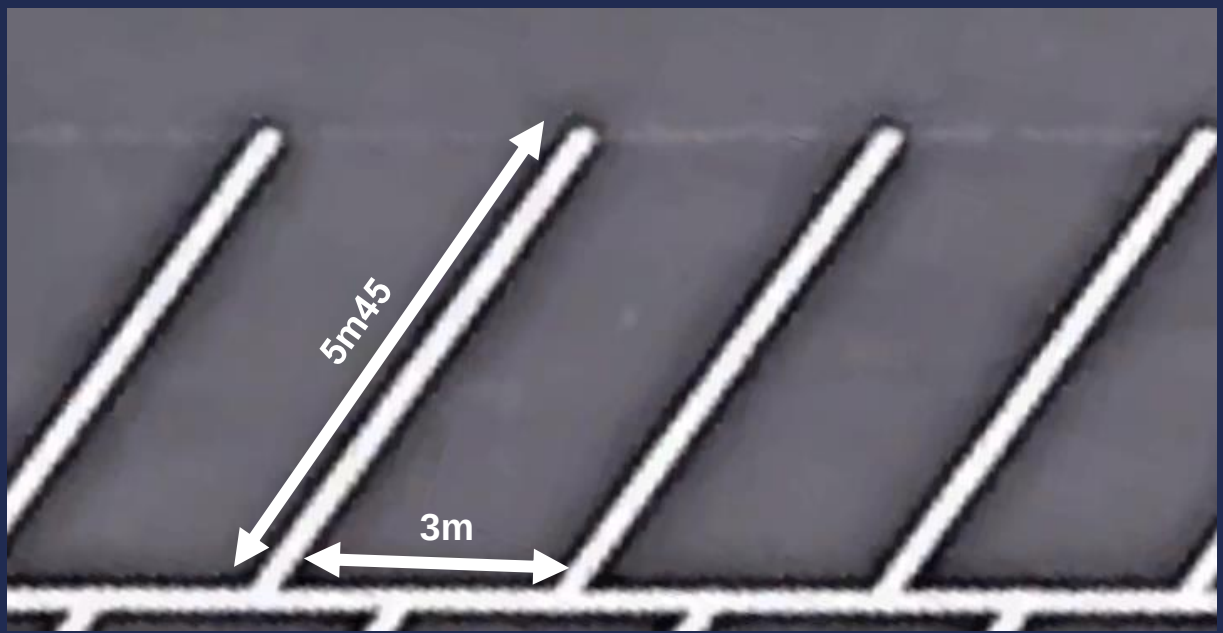
Signage on TEQMO



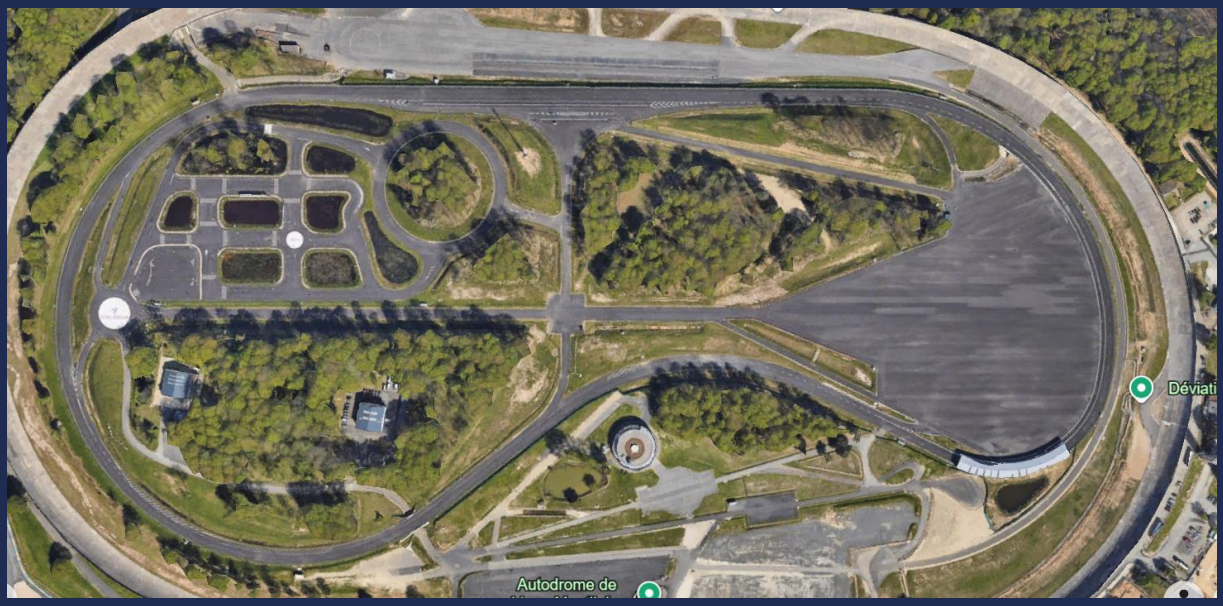


Pedestrian dummies used

Map of the car park



*Map of the **Highway***



Challenge sponsors and partners actively support the participating teams, including **by providing simulation licences, hardware tools, data, or other technical resources**. These donations or loans are accessible **to all teams on request**, within the limits of the quantities available.

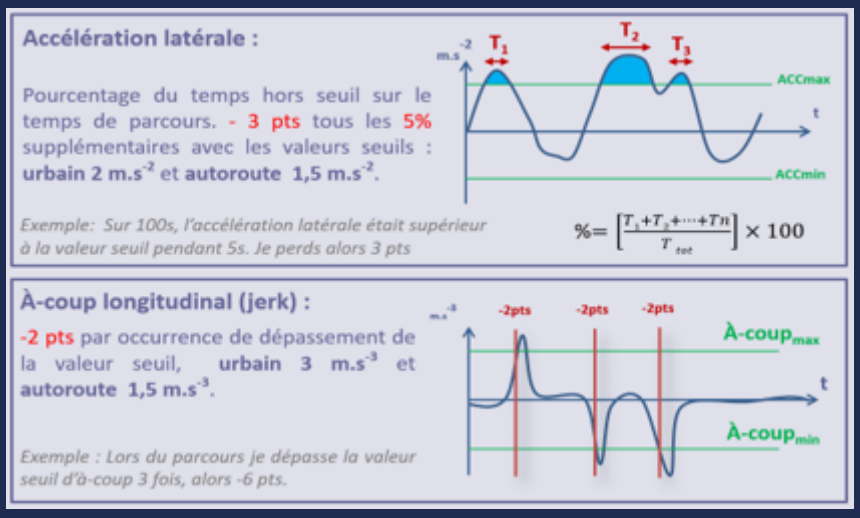
Challenge partners and the Organiser are keen to share as much information, data, and best practices as possible (if they are not covered by a confidentiality obligation). In this capacity, ESIGELEC and the UTAC group will share the mapping of the tracks on which the tests will take place.

All exchanges on simple requests will also take place on good practices for insurance, for the purchase of automated vehicles or kits and services for automating vehicles, ...

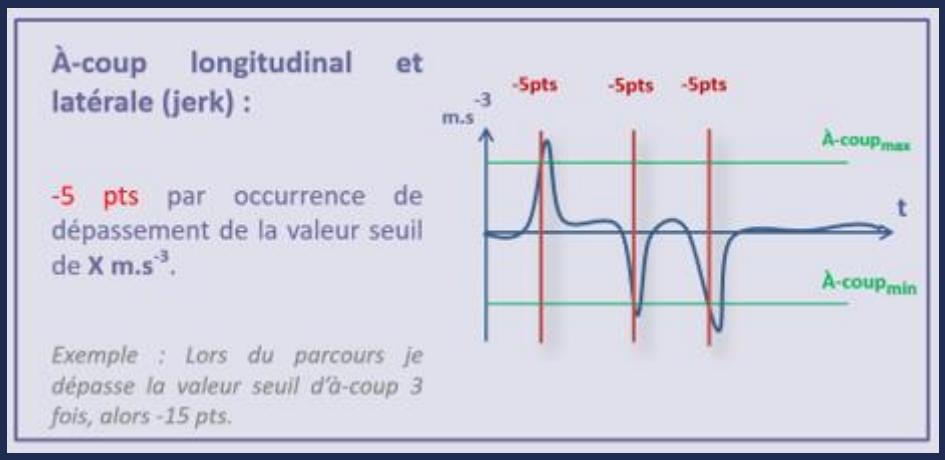
Note: *One of the objectives of the Challenge is precisely to inform students and to know new automotive technologies (and new trades).*

8.2. DRAFT OBJECTIVE SMOOTH DRIVING ASSESSMENT

8.2.1. Evaluation of Smooth Driving at Urban and Highway Events



8.2.2. Evaluation of Smooth Driving at the events Automated Parking



9. FOLLOW-UP OF THE VERSIONS OF THE REGULATION

REVISIONS		CHANGES
NUMBER	APPROVAL DATE	
01	08/11/2022	Creating the rule book
02	19/06/2023	Sharing of the 2024 Regulation with potential participants
03	21/06/2023	Revision 3 for the 2024 edition.
04	11/09/2024	Revision 4 for the 2025 edition.
05	13/06/2025	Revision 5 for the 2026 edition