



United States 2026

Official Rules

Chapter II



Shell
Eco-marathon

Table of Contents

1. General	4
Article 200: Participants	4
Article 201: Guest Policy	4
Article 202: Mandatory Documents	5
Article 203: Ordering Mandatory Equipment	5
Article 204: Insurance	5
Article 205: Damages Not Covered by the Organizers	6
Article 206: Drop Out Policy	6
Article 207: Event schedule	6
Article 208: Logistics Information	6
2. Health, Safety, Security and Environment (HSSE)	7
Article 209: Smoking	7
Article 210: Drugs and Narcotics	7
Article 211: Alcohol	7
Article 212: Transport of Materials to the Event	8
Article 213: Participant Drones	9
Article 214: Disqualification	9
3. Paddock safety	10
Article 215: Paddock Access	10
Article 216: Tools and Work Equipment	10
Article 217: Complete Paddock Area Housekeeping	10
Article 218: Fire Safety	10
Article 219: Electrical Safety	11
Article 220: On-Site Welding Rules	11
Article 221: Safety Data Sheets (SDS)	11
Article 222: Emergency Exits	11
Article 223: Waste Management	11
4. Competition/Practice	12
Article 224: Technical Inspection	12
Article 225: Definition of Mileage Challenge Competition	12
Article 226: Attempt requirements	12
Article 227: Test track	12
Article 228: Urban Concept compulsory stop	12
Article 229: Number of attempts	13
Article 230: Start and finish of the attempt	13
Article 231: Results verification	13
Article 232: Track map	14
Article 233: Flags on the track	14
Article 234: Team Manager and Drivers' Accreditation	15
Article 235: Timekeeping	15
Article 236: Breakdowns and other incidents	15
Article 237: Paneling area	15

5.	Global Championship	16
	Article 238: Qualification for the Global Championship	16
6.	Off-Track Awards	18
	Article 239: Introduction.....	18
	Article 240: Award application	18
	Article 241: Report format requirements	18
	Article 242: Data and Telemetry Award sponsored by Schmid Elektronik	19
	Article 243: Technical Innovation Award sponsored by Southwest Research Institute	20
	Article 244: Vehicle Design Award sponsored by Qatar Auto Museum	20
	Article 245: Safety Leadership Award.....	21
	Article 246: Spirit of Shell Eco-marathon Award	22
7.	Awards and Prizes	23
	Article 247: On-Track Award Overview and Prizes	23
	Article 248: Off-Track Award Overview and Prizes	23
	Article 249: Certificates.....	23
	Article 250: Transfer of Prizes	23
8.	Miscellaneous Terms and Conditions	24
	Article 251: Photography and Videography Rights and Consent.....	24
	Article 252: Release from Liability.....	24

1. General

The Shell Eco-marathon United States 2026 Chapter II Rules should be read together with the [Shell Eco-marathon 2026 Official Rules, Chapter I](#), and all other rules and instructions of the Organizer, and apply during entire duration of the Participants' presence onsite.

Where terms have already been defined in the Shell Eco-marathon- 2026 Official Rules, Chapter I, the same shall apply for Shell Eco-marathon United States 2026 Rules, Chapter II.

By fact of their entry, Participants accept all provisions of these Competition Rules and agree to abide by all decisions made by the Organizers. The Organizers reserve the right to add, modify or delete any Article of the Competition Rules.

All decisions made by the Organizers are final and binding.

Shell USA, Inc. (a Delaware corporation, with its principal place of business at 150 N. Dairy Ashford, Houston, TX. 77079), hereafter known as "Event Organizer" or "Organizer" is the organizer of Shell Eco-marathon United States 2026, the "Event".

The Event will be open to Participants from April 7-11, 2026 at Indianapolis Motor Speedway in Indianapolis, Indiana, United States (the "Site"). The Site is owned by Indianapolis Motor Speedway, LLC (incorporated and registered in the United States, address: 4790 West 16th Street, Indianapolis, IN 46222), hereafter known as "Site Owner".

Article 200: Participants

- a. Each Team is allowed to bring a maximum of 15 Team Members to the competition, including Chaperones and Faculty Advisors. All Team Members must be:
 - i. Registered in the Logistics Phase on the registration website;
 - ii. Affiliated with the competing institute, whether as a student or faculty. Legitimate Chaperones, such as parents, are accepted;
 - iii. Over the age of 16;
- b. 14- and 15-year-olds may be accepted under the following conditions:
 - i. Allowed only if accompanied by a Chaperone. There must be at least one adult per two 14 and 15-year-old students, in addition to the Faculty Advisors or Team Manager. Teams with six or more students under the age of 16 will be allowed two extra slots for Chaperones. Refer to Article 0 vii in Chapter I for the definition of a Chaperone.
 - ii. Appropriate supervision plans detailing how the safety and welfare of the children will be ensured, must be agreed with the Organizer at shellecomarathon@shell.com prior to the competition and provided by the end of Logistics registration.
- c. Only these 15 registered team members will receive accreditation to access the paddock area. The team manager, driver and reserve driver will be given an additional accreditation upon registration at technical inspection.
- d. Each team is responsible for all costs and expenses associated with participating in the Event (e.g. travel to/from the Event, hotel accommodations, meals, vehicle costs, shipping and freight for vehicle, etc.).

Article 201: Guest Policy

Guests of registered team members can visit the Event on:

Wednesday April 8: 09:00 – 18:00

Thursday April 9: 09:00 – 18:00

Friday April 10: 09:00 – 18:00

Saturday April 11: 09:00 – 17:00

These visitors will receive a specific lanyard for identification and have access to non-technical areas only. They will not have access to team garages, technical inspection, the pit lane, the track and the student amenities area.

Guest access will be on a first come first serve basis until we reach maximum capacity in the venue.

Guests are welcome to join a tour of the competition, hosted by one of our Shell Eco-marathon experts. Registration for these tours will be open on a first come first serve availability basis on each day of the Event. No pre-registration is required.

Article 202: Mandatory Documents

Participant check-in will be open on Tuesday, April 7 from 11:00 to 18:00. The Organizer will verify that all required documents have been submitted online by each Participant prior to the Event via the registration website or e-mail. The Organizers will not authorize entry to the Event if the online registration requirements have not been successfully submitted.

The mandatory documents are the following:

- a. Team documents (1x team)
 - The Institutional Waiver signed by an individual authorized to sign legal documents on behalf of the school (student signatures will not be accepted.); and
 - The Payment Details Request Form signed by an individual authorized to sign financial documents on behalf of the school. After the Event, any applicable prize money will be credited to this bank account. Once the Organizer have made all such transfers successfully, the Organizer shall not be liable for any disputes between Participants thereafter and no correspondence shall be entertained.
- b. Individual documents (1/Participant)
 - The Terms & Conditions of Participation accepted by each Participant or parent/legal guardian; and
 - Venue waiver.

Article 203: Ordering Mandatory Equipment

This article applies to Teams in the Internal Combustion Engine category that do not yet have the required equipment. The following item is mandatory and must be purchased via the Event Organizer and must not be modified.

Fuel tanks (gasoline, diesel, and ethanol)

- Prototype: 100 or 250 cc
- Urban Concept: 100, 250 or 350 cc

Please visit mileage-challenge.com to place an order up to one week prior to the Event. A limited number of fuel tanks are also sold on-site during the Event (teams must pay with a credit card; no cash or checks will be accepted).

Article 204: Insurance

The Organizer has as a standard procedure and liability insurance for large scale Events that only covers accidental death or disability.

This insurance policy does NOT cover:

- Damages concerning theft or other damage occurring to teams' vehicles, personal belongings and/or equipment;
- Damages derived from inappropriate behavior; and
- Personal injuries other than accidental death or disability.

Teams should get sufficient insurance coverage both for themselves and their vehicles for the duration of the Event.

The Organizer shall not be held liable in the Event of unauthorized use of the track (this includes the main track and the test track) outside the regularly scheduled hours for testing and competition, or in any case of unauthorized driving outside the stipulated areas (see Article 19 of the Chapter I Rules).

Article 205: Damages Not Covered by the Organizers

Any damage caused by Participants to track facilities and surroundings and/or to Shell Eco-marathon facilities and/or the Site, including leaving equipment or personal property on-site, shall be charged to the teams having caused said damage. Notwithstanding any other right and remedies available to the Organizer, the Organizer reserves the right to deduct or set off any such damages from the prize money (if applicable), but liability shall not be limited to this amount.

Article 206: Drop Out Policy

Teams that wish to drop-out from the competition must inform the Organizer via email at shellecomarathon@shell.com by March 3, 2026. See Article 2n of the Chapter I rules.

Article 207: Event schedule

The official Competition Schedule is published in the Shell Eco-marathon [Results app](#).

This schedule includes all key timings related to the Event, such as Participant registration, paddock opening times, technical inspection, track access, and ceremonies. The app serves as the official source for all schedule-related information.

The Organizers reserve the right to make changes to the competition schedule. Any updates or changes to the schedule will be clearly indicated within the app. Participants are responsible for checking the app regularly. The latest version of the schedule will always be available in the app and replaces any previously distributed versions.

Article 208: Logistics Information

a. Accommodation

Free, indoor camping will be provided on-site at Indianapolis Motor Speedway. Showers will be provided. Camping equipment will not be provided by the Organizers, Teams are encouraged to bring their own sleeping bags and tents. The indoor camping area is carpeted, but not padded, and we encourage campers to bring padding as needed. Please note Participants cannot sleep inside their own vehicles in the parking lot. Please note spots will be assigned on a first-come, first-served basis after teams complete their check-in on site.

The campsite opening times are the following:

Opens: Tuesday April 7: 13:30

Closes: Sunday April 12: 09:00

Note, all camping materials must be removed from this area by 09:00 am on April 12.

Please note that the Indianapolis Motor Speedway external gates are closed overnight, and Teams who are camping will not be able to leave the site between 22:00 and 07:00. for the duration of the Event.

b. Food

Participants are responsible for purchasing their meals. Indianapolis Motor Speedway food vendors will be open during the Event.

ATMs are available on-site. Please note, however, that most concession stands at the Speedway do not accept cash.

2. Health, Safety, Security and Environment (HSSE)

The safety of our Participants is the highest priority of the Organizer.

To achieve this and fulfil our duty of care to our Participants and visitors, the Organizer will work with all relevant agencies (including local government, national regulators and venue related stakeholders) to put plans, policies and procedures in place to manage risk and potential emergency situations that arise.

The Organizer will ensure that these procedures and policies are communicated to the teams and compliance with all the rules, including safe driving, general behavior and sporting rules, will be mandatory for everyone. All Participants must comply with the safety measures and notify the Organizer about any anomalies or incidents.

Participants are required to play their part by applying the Health, Safety, Security and Environment (HSSE) Golden Rules.

The three HSSE Golden Rules are, YOU and I:

- Comply with the law, standards and procedures;
- Intervene in unsafe and non-compliant situations; and
- Respect our neighbors.

The Organizer will monitor and manage the Event using a Safety Team who will be easily identifiable. The purpose of the Safety Team is to promote good practices, challenge unsafe conditions and behaviors, and assist the teams any way that they can. If a Participant is asked for cooperation by the Safety Team, they should treat this with seriousness and comply with all reasonable requests.

Team managers shall be responsible for the behavior of their teams and enforcing the regulations, which are drafted in the best interests of all Participants and the success of the Event, with the Participants in their team. Any regulatory non-compliances will be subject to the penalties stated in Article 8 of Chapter I.

Teams understand and agree that approval in the Technical Inspection does not constitute or imply that any vehicle is deemed valid or safe enough to operate on any public road and only accredits them to operate on the Event Site track for testing or competition purposes.

Health is also a main concern. If you are currently under medication, please bring enough medicine for the duration of the Event.

Article 209: Smoking

Smoking (including the use of electronic cigarettes) is only allowed in the external designated smoking areas.

Article 210: Drugs and Narcotics

The Organizer forbids the use and distribution of narcotics, including marijuana or any illegal substances, for anyone attending or participating in this Event.

U.S. Federal law forbids the distribution and the consumption of narcotics. Law enforcement officers may intervene anywhere on the premises for narcotic searches.

Article 211: Alcohol

Alcohol consumption by any Participant is not allowed at any time on-site.

The Organizer reserves the right to intervene and remove any person(s) found to be, in their sole and absolute determination, in a state unfit to participate from the site. Any behavior deemed by the Organizer to be unfit and/or inappropriate may be subject to the penalties laid out in Article 8 of Chapter I up to and including, immediate team disqualification even if no prior violation has occurred.

Article 212: Transport of Materials to the Event

a. Delivery address

Shell Eco-marathon Americas 2026

2601 Georgetown Road

Indianapolis IN 46224

[Team Name – School Name] Attn. Geo Sedun, Shipping Manager / +1 917-526-2268

b. Vehicle delivery and pick-up

Commercial Freight

If the competition vehicle and related equipment is shipped by a commercial transportation company (freight forwarder), please adhere to the below:

- All commercial freight deliveries must be made on Tuesday, April 7 between 09:00 and 17:00, ONLY.
- All commercial freight pick-ups must be made on Sunday, April 12 between 09:00 and 12:00, ONLY.

The Shipping Manager contact should only be used on arrival at Indianapolis Motor Speedway on the above mentioned delivery day – correspondence outside of these days should be directed to the Participant Experience Team at shellecomarathon@shell.com.

No deliveries will be accepted before or after these dates, so make sure your transporter is aware of this. If your transporter arrives before or after these dates, the truck will have to turn back.

Note that all items and materials that must be brought into the facility are subject to material handling charges and are the responsibility of the Team.

Self-Drive/Transport

The address for self-drive deliveries is:

Indianapolis Motor Speedway

4750 West 16th Street

Indianapolis, IN

46222

If the competition vehicle is transported by the Team directly, in private vehicles or personal luggage, please adhere to the below:

- Deliveries can only be made on Tuesday, April 7 between, 11:00 and 18:00, ONLY.
- All self-drive pick-ups must be made on Sunday, April 12 before 12:00. Access to the site will NOT be authorized on Monday, April 13.

c. Dangerous goods

Commercial freight transportation regulations are complex and Shell Eco-marathon teams are required to seek and understand the current restrictions/regulations from their commercial freight company as early as possible, per Article 24k of Chapter I.

Commercial transport of Dangerous Goods such as batteries, pressurized containers or flammable liquids is heavily regulated. Details on where to obtain further guidance on shipping Dangerous Goods can be found in the Dangerous Goods Shipping Guide.

All commercially shipped vehicles will be inspected upon arrival by a certified Dangerous Goods Inspector. Should Teams be found to have contravened internationally recognized standards for the shipping of Dangerous Goods, penalties as described in Article 8d of Chapter I, up to and including immediate team disqualification even if no prior violation has occurred, may be levied.

All air freighted crates will be inspected by a certified Dangerous Goods Inspector prior to being collected at the end of the Event. Should any non-compliant material be found in the crate by our inspector, the Team will be contacted to resolve the issue or authorize disposal of the material. If we do not receive a response within 24 hours, we will remove and dispose of the non-compliant material so as to not delay the shipment process.

d. Exportation

Teams are required to comply with the legal terms governing the importation of their cargo. For instance, if a vehicle is imported under a Temporary Import Bond, it must be re-exported by the bond's specified expiry date. The Organizers reserve the right to remove and dispose of any cargo that is in breach of these import conditions. All associated cost will be borne by the Team.

Article 213: Participant Drones

Unmanned aerial vehicles (UAVs), commonly known as drones, belonging to any private individual Participant, may not be used nor overfly any of the site at any time.

Article 214: Disqualification

The Organizer shall have the right, at their discretion, to disqualify any Team that is displaying unsafe behavior or behavior that goes against the spirit of the competition. Other penalties may be applied as described in Article 8 of the Chapter I Rules.

3. Paddock safety

Article 215: Paddock Access

The Paddock will be open to teams:

- Tuesday, April 7 (check-in day): 11:00 – 18:00, for Participants with the appropriate accreditation, after check-in and HSSE induction.
- Wednesday April 8 – Friday, April 10: 07:30 – 19:30.
- Saturday, April 11: 07:30 – 18:00. All teams and equipment must be out of the paddock by this time.

Outside these times the Paddock area is closed. This means that the paddock area remains closed overnight, and nobody is allowed into this area during this time. Power in this area will be turned off overnight.

Article 216: Tools and Work Equipment

Tools and work equipment teams brought to a Shell Eco-marathon Event must meet National or International Standards. All power tools must be in good working order and any safety features must be in place. During the Event, the Safety Team will patrol the paddock area to ensure teams are working in a safe manner. The following tools and equipment must have certification to prove that they are in a good working order as deemed by the Organizer:

- Electrical equipment: this must be properly rated for use in the United States;
- Only approved universal adaptors are to be used for all appliances and power tools;
- All air compressors must have a suitable test certificate.

In the Event the Organizer deems any equipment is unsafe, the Organizer reserves the right to not permit the equipment to be used.

Article 217: Complete Paddock Area Housekeeping

The Organizer requires Participants to exercise care in their paddock space or garage, particularly in the following aspects:

- Vehicles with internal combustion engines are permitted to run their engines for a maximum of 5 seconds in the paddocks. Any longer tests must take place in designated areas outside the building;
- Lift stands or appropriate raised platforms should be used for vehicle tuning and repairs; and
- Cords or cables in the Paddocks must be safely secured;
- Hazardous (toxic/flammable/solvent) products should be clearly segregated, labelled, and stored in a metal container; and
- Cooking or other preparation of food is strictly forbidden in the paddock.

Article 218: Fire Safety

The Organizer stresses that teams must take managing fire risks with utmost seriousness. Any improper fuel storage or poorly mitigated fire risks deemed to contribute to an unsafe condition will lead to the removal and disposal of the offending items. At the Event, teams will be briefed on rules and guidelines for fire safety. Team managers will be required to ensure that their team strictly adheres to the rules and guidance provided.

The Organizer will provide fire extinguishers for the paddock area.

Article 219: Electrical Safety

Teams must ensure that the tools and equipment that they bring to the Event are safe for use in the US (120/240V, 60Hz) and without defects. Example of defects include but are not limited to: damaged plugs, exposed wires and malfunctioning parts. If the equipment is rated for a different voltage, please use it with an appropriate voltage adaptor.

The Safety team will be patrolling the paddocks to inspect the equipment to ensure compliance. In the Event the Organizers are of the view that such tools and equipment is/are unsafe, the Organizers have the sole and absolute right to confiscate the item for return at the end of the Event.

Additionally, teams must comply with the following regulations:

- Fire blankets or lithium polymer battery bags must be used when charging lithium batteries (see Chapter I Article 24j); and only chargers specifically made for the type of battery should be used. Programmable chargers should be set at the right setting before charging. Batteries must not be left to charge unattended.

Article 220: On-Site Welding Rules

On-site welding and cutting/grinding will only be performed by a professional group arranged by the Organizer.

No welding or grinding work is to be carried out in the paddocks. Teams are not authorized to bring their own welding equipment to the Event site. Any welding equipment found will be confiscated for the duration of the Event.

The welding service is only for minor modifications or repairs only. Vehicles requiring major modifications must have Technical Director approval.

Article 221: Safety Data Sheets (SDS)

Except for approved race fuels or energy sources, upon request by the Organizers, all teams should be able to provide the SDS of any Hazardous Substances they use in their garages, e.g. solvents, cleaning agents, chemicals, etc. These should be stored with the materials and must be available on request.

Article 222: Emergency Exits

Fire and emergency exits must be kept clear at any time from any obstructing equipment or vehicles.

Article 223: Waste Management

Participants are responsible for the cleanliness of their garages and the immediate area surrounding their garage.

The Organizers will put in place a sorted waste collection system at the Site. Participants are required to sort their waste and to place it in the appropriate containers and bins. Teams are reminded to adopt a green approach at this Event, to recycle and reuse items, and avoid wastage.

All unused and waste liquid chemicals/lubricants must be surrendered at the waste collection point at the end of the Event. It must not be disposed of by pouring down the sink or drain or discarded in the paddocks.

4. Competition/Practice

Article 224: Technical Inspection

- a. Technical Inspection is intended to assess the Team's compliance with applicable requirements set out in Chapter I. All vehicles must pass Technical and Safety Inspection before being permitted to participate in competition attempts. For practice runs, only a Safety Inspection is required, as outlined in Article 13.
- b. Technical Inspection is available only during official inspection hours. Teams must present their vehicle at the designated inspection area during these times.
- c. Before entering the Technical Inspection Queue, Teams must complete a self-inspection checklist, which will be provided by the end of the Logistics Registration phase.
- d. Teams may complete Technical Inspection over multiple sessions and return for further checks as needed. There is no limit to the number of inspection attempts. All vehicles must pass inspection before the published deadline to be eligible for competition attempts.
- e. A maximum of three team members may accompany the vehicle during inspection. Team members may rotate based on required expertise. At least one student team member should be present at all times during technical inspection to operate the vehicle and respond to inspector questions. All questions during inspection should be answered by student team members.
- f. Teams who pass Technical Inspection after the first competition session has started will receive half of the defined number of attempts.

Article 225: Definition of Mileage Challenge Competition

The Mileage Challenge is an efficiency-based competition where teams aim to achieve the highest possible energy efficiency within their respective vehicle category and energy class. Vehicles must complete a set number of laps within a set amount of time, with multiple attempts permitted.

Article 226: Attempt requirements

For the attempt to be valid, teams must complete four (4) consecutive laps in a maximum time of 35 minutes for a total distance of 15.33 km. The time requirement for Prototype and Urban Concept vehicle categories is the same.

Article 227: Test track

A dedicated test track is available for testing purposes when the main track is also opened for practice or competition. It is forbidden to use the test track when the main track is closed during the day and/or at night.

Only vehicles having passed safety inspection and in full working order e.g. complete chassis and body together and Drivers with full protective equipment will be allowed on the test track.

When using the test track teams must follow the Track Marshals instructions.

Article 228: Urban Concept compulsory stop

Drivers of Urban Concept vehicles must stop twice per lap at designated locations, which will be confirmed at the Event. Each stop point will be clearly marked and supervised by a Track Marshal.

Vehicles must come to a complete stop before the stop line, no more than three car lengths away. If the area is occupied, drivers may stop safely behind other vehicles. Failure to stop correctly or performing a rolling stop will invalidate the attempt.

Article 229: Number of attempts

Each team will be limited to a maximum of six (6) attempts on track. The best result from each team will be taken for the final competition classification. An attempt is considered started when the vehicle crosses the start line.

Even if the vehicle stops near the start line, a new start will not be granted for the attempt in question.

Article 230: Start and finish of the attempt

a. Eligibility to Start

Only vehicles which have passed technical and safety inspection will be allowed in the queue to access the starting line. In addition, both the Team Manager and Driver must have attended the mandatory briefing held on the day of the attempt, see Article 12 in the Chapter I Rules.

b. Participants in Starting Area

The vehicle may be accompanied by the Driver and up to two Pit Crew members, who have the appropriate armbands or vests. Once the vehicle has left the starting line, all non-driving Participants must leave the starting area. The starting area is dedicated for the Driver to take his/her place in the vehicle in safe conditions, and to close the vehicle body. It is forbidden to work on the vehicle in this area. No equipment will be tolerated in the starting area, e.g. heater system, trolley, toolbox, etc.

c. Start line procedures

As per Chapter I, Article 14, vehicles must be at a complete stop before starting and may not receive any external assistance. Pushing the vehicle is strictly prohibited. Drivers must wait for the green flag signal from the flag bearer before entering the track at the designated merging point. Crossing the solid demarcation line between the pit lane and track is forbidden. If a team is unable to start their vehicle within 30 seconds, they must leave the Starting Area and rejoin at the end of the queue when ready to attempt again.

d. Finish line procedures

Up to two Pit Crew members, who have the appropriate armbands or vests, must be present in the designated track exit area to receive the vehicle once it exits the track.

Competitors are not allowed to work on their vehicles or manipulate their on-board telemetry system prior to inspection of the vehicle by the Inspectors. The Technical Team are the only people authorized to fill or top up the tank.

Article 231: Results verification

All results are considered temporary until the official results are published on the Shell Eco-marathon website after the Event. In the Event of any disputes, all decisions made by the Race Director are binding and final.

Article 232: Track map

The track layout is shown on the image below. Track coordinates can be found at the [Shell Eco-marathon Data and Telemetry Portal](#).

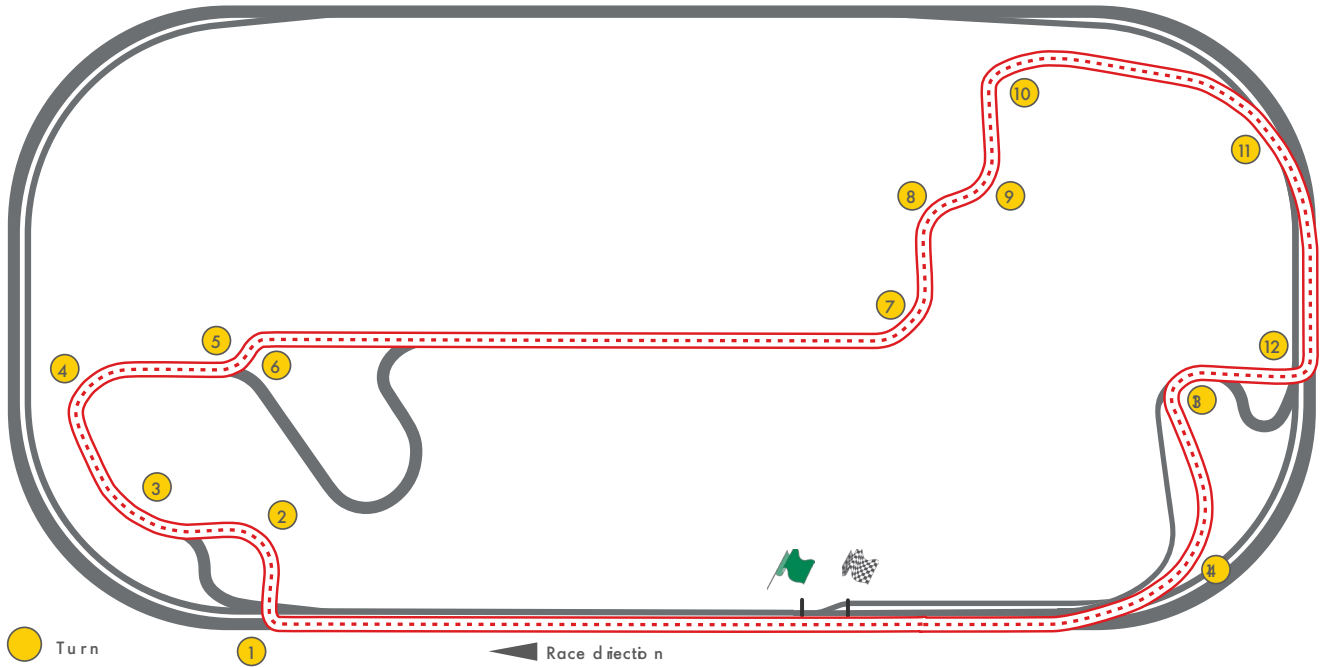


Figure 1: Shell Eco-marathon United States 2026 track representation

Article 233: Flags on the track

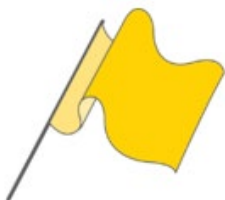
The following flags may be used during the competition by the Track Marshals



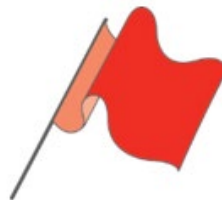
Checkered Flag
End of competition, arrival at finish line



Green Flag
Track access is authorized



Yellow Flag
Danger on track, no overtaking allowed



Red Flag
Mandatory Stop under orders of race management

Figure 2: Flags used on track and their meaning

Article 234: Team Manager and Drivers' Accreditation

Specific accreditation will be provided to the team manager and drivers.

This will be your reference for:

- Briefing presence control.
- Technical inspection process and final status.
- Competition access, race queue entrance, and start and finish measurement.

Article 235: Timekeeping

All vehicles will be fitted with a transponder after technical inspection. Placement will depend on the vehicle's design and may be inside or outside the body, secured with adhesive tape or similar.

In case of a malfunction of the transponder during an attempt, the attempt will be voided, and a replacement attempt will be awarded if the malfunction is verified by the Organizers. The ability to use this attempt will depend on the remaining time in the competition.

The transponder must be returned to the Technical Team during Participant check-out at the end of the Event.

Article 236: Breakdowns and other incidents

In the Event of a red flag, vehicles on track may be granted a replacement attempt, depending on the circumstances and remaining track time. For further details, refer to Article 18 in the Chapter I Rules.

Article 237: Paneling area

A dedicated paneling area is designated for teams to communicate with drivers using panel boards along the track. Only two Participants wearing a dedicated safety vest or armband supplied by the Organizer shall be allowed in the paneling area at any time. Paneling outside this area is forbidden.

5. Global Championship

Article 238: Qualification for the Global Championship

a. Purpose

The Shell Eco-marathon Global Championship 2027 brings together the most capable, innovative, and well-rounded student teams from around the world through an invitation-only format. Invitations are based on a structured qualification process during the 2026 season, recognizing Educational Institutions that demonstrate consistent excellence both on and off the track.

b. Eligibility criteria

Points are awarded per Team, but qualification is granted per Educational Institution. To be eligible for qualification:

- i. Teams must compete in an official vehicle category and energy class.
- ii. Teams must comply with all applicable technical and safety regulations.
- iii. Teams must record at least one valid attempt in competition.
- iv. If multiple Teams from the same Educational Institution qualify, only the highest-ranking Team is considered, and the next eligible Educational Institution will be selected.

c. Qualification method

At Shell Eco-marathon United States 2026, the four (4) Educational Institutions with the highest total score will qualify for the 2027 Shell Eco-marathon Global Championship. Each Team may earn up to 100 leaderboard points, based on the following components:

Qualification Area	Description	Max leaderboard points
On-track efficiency	Based on relative energy efficiency from most efficient attempt	70
Off-track Awards	Based on placements in off-track awards	30

d. On-Track Efficiency (maximum 70 leaderboard points)

Leaderboard points are awarded based on a Team's average energy efficiency compared to the best performance in their vehicle category and energy class.

For qualification scoring, only the best half of the available official attempts will be considered, rounded down, with a minimum of two. For example, if six attempts are available, the best three will be used; if five, the best two. If the number of attempts is changed during the Event (e.g. due to weather), the number of scoring attempts is adjusted accordingly. If an individual Team loses attempt opportunities due to team-specific reasons (e.g. late technical inspection, penalties), this does not affect the number of attempts used for qualification scoring.

The Team's average over these best attempts is compared to the best result in the same category/class and scaled to a maximum of 70 leaderboard points.

Formula:

$$S_{ontrack} = 70 \left(\frac{E_{avg}}{E_{best}} \right)$$

Where:

- $S_{ontrack}$ = Leaderboard points for On-Track Efficiency
- E_{avg} = Average of the Team's best valid efficiency results.
- E_{best} = Best efficiency result in the same category/class at the Event.

If a Team has no other competitors in their category/class (i.e., no other Team has ranked on the leaderboard), the resulting leaderboard points will be reduced by 50%.

e. Off-Track Awards (maximum 30 leaderboard points)

For every Winning Off-Track Award, excluding the Spirit of Shell Eco-marathon Award, Teams earn 4 stage points. For every Runner-Up (second place) Teams earn 3 stage points. Each Team's stage points are summed. The Team(s) with the highest total sets the benchmark, and receive(s) the maximum leaderboard points. All other Teams receive a proportional score out of 30.

Formula:

$$S_{offtrack} = 30 \left(\frac{P_{team}}{P_{max}} \right)$$

Where:

- $S_{offtrack}$ = Leaderboard points for Off-Track Awards
- P_{team} = Total stage points earned by the Team.
- P_{max} = Highest total stage points by any Team at the Event (benchmark).

f. Final confirmation and invitation

All qualification results are subject to review and final confirmation by the Organizers. Invitations to participate in the Shell Eco-marathon Global Championship 2027 will be issued to the qualifying Educational Institutions following this confirmation.

A formal invitation will be sent to the Faculty Advisor of each qualifying Educational Institution within three working days after the Event. The Educational Institution will have up to two weeks to accept or decline the invitation. If an invitation is declined, or if no response is received within the timeframe, the invitation will be extended to the next eligible Educational Institution based on the final rankings, until all qualification slots are filled.

Participation is subject to formal acceptance of the invitation and compliance with all Event-specific requirements for the Shell Eco-marathon Global Championship 2027.

If the qualifying Team is made up of Participants from multiple Educational Institutions (Chapter I, Article 2e), the invitation will be extended to the Leading Institution.

g. Alternative qualification method

In case of Event cancellation, qualification will be determined based on the final results from the Shell Eco-marathon Americas 2025 Event.

If an insufficient number of teams had the opportunity to compete due to unforeseen circumstances (e.g., adverse weather), the Organizers reserve the right to apply an alternative qualification method.

The top-performing schools will be invited based on those results, provided they meet the eligibility criteria in Article 238b. The same number of qualification slots will be maintained.

If deemed necessary, the Organizers may introduce an additional assessment component to help inform final selection. All invited schools must formally accept the invitation and comply with all Event-specific participation requirements.

6. Off-Track Awards

Article 239: Introduction

Shell Eco-marathon Off-Track Awards celebrate achievements that go beyond performance on the track, recognizing creativity, teamwork, innovation, and commitment to safety and communication, all essential to building a successful project.

These awards highlight the broader skills students develop through Shell Eco-marathon, such as design thinking, leadership, and storytelling. For awards requiring an application, preparing a submission is itself a valuable learning experience; for others, all attending Teams are eligible for recognition based on their conduct and spirit.

Judges may engage with Teams during the Event, and student Team Members must be available to respond to questions or provide supporting evidence if requested.

Article 240: Award application

- a. The following awards require a written report to be eligible for consideration:
 - i. Data and Telemetry Award sponsored by Schmid Elektronik;
 - ii. Technical Innovation Award sponsored by Southwest Research Institute; and
 - iii. Vehicle Design Award sponsored by Qatar Auto Museum.
- b. The following awards do not require a written report or application; all Teams in attendance are eligible.
 - i. Safety Leadership Award; and
 - ii. Spirit of Shell Eco-marathon Award.
- c. Applications are voluntary and must relate directly to the Team's Shell Eco-marathon project.
- d. Previous winners and runners-up may not re-apply with the same project. Reports must clearly differ from any previously awarded entries.
- e. If multiple Teams from the same Educational Institution apply for the same award, their submissions must be sufficiently distinct; otherwise, all submissions may be disqualified.
- f. By applying for an award, Teams agree that the Organizers may publish their report on the Shell Eco-marathon website, to recognize achievements and share learnings with other Teams.
- g. Submission deadlines for awards requiring a submission are two weeks before the start of the Event.
- h. Teams may use generative AI or large language model (LLM) tools to support their submissions (e.g., drafting or editing text). However, the content must represent the Team's own ideas, work, and analysis. Judges will look for originality, clarity of thought, and the students' own perspective, rather than text produced primarily by AI tools.

Article 241: Report format requirements

- a. Reports must be written in English and submitted in PDF format.
- b. Minimum font size: 10 points.
- c. Reports must include the Team ID and Team name on the cover page, and in the header of each following page.
- d. Personal details (e.g., individual names or contact information) must not be included.
- e. Reports must adhere to the defined maximum page count for each award.
 - i. All components of the report, including the cover page, references, tables, and appendices, count toward the maximum page limit.
 - ii. These limits will be automatically checked by software and strictly enforced. Reports exceeding the limit will be disqualified without notice.

Article 242: Data and Telemetry Award sponsored by Schmid Elektronik

a. Overview

As announced in the 2026 Official Rules, Chapter I, this season introduces a refreshed competition format and sets the stage for the next level of Data and Telemetry. Building on past successes of the Telemetry System for Urban Concept vehicles, the Bootcamps, and the Off-Track Awards, responsibility for Data and Telemetry now shifts to the Teams.

Shell Eco-marathon and Schmid Elektronik aim to support Teams of both vehicle categories in designing their own solutions for capturing data and analyzing track performance as we take this journey together. To reflect this, a new question has been added to the award requirements.

This Off-Track Award helps your driver and vehicle reach the next level in the Mileage Challenge by weaving data and precision into your strategy. It recognizes your competitive edge on-track by rewarding the effective use of race data to optimize vehicle performance, refine race strategy, and improve driving tactics – ultimately enhancing on-track results through better energy and time efficiency.

A data-driven approach allows you to address a well-known multi-objective racing problem by developing an optimized strategy that:

- i. Accounts for the straights, slopes, crests, and corners of a track.
- ii. Balances maximum energy efficiency with minimum lap times.
- iii. Ensures driver safety in all conditions, including rain and wind.

The referenced race data must come from your own Telemetry System. This can be either an existing one or a fully conceptual design. Assume you receive a Joulemeter, and depending on your energy class, a Liquid Flowmeter or a Gas Flowmeter, with a data API via Bluetooth or CAN (Controller Area Network, M12 connector). Your task is to connect these energy sensors to your onboard computer and IoT platform.

Answers to the following six questions will be used in judging the submissions:

- i. Data Strategy to Achieve the Three Goals: Given the above goals, what is your overall data strategy, and which parameters related to driver (e.g. weight), vehicle (e.g. speed, energy usage, powertrain condition) and context (e.g. track map, weather data) parameters do you consider relevant for achieving them?
- ii. Capturing Data with a Telemetry System: Based on the required data from (i), how would you design your Telemetry System to capture real-time or near-real-time data? What hardware and software concept do you foresee for your onboard computer? Which components could you develop in-house?
- iii. Gaining Knowledge from Race Data: What race-related patterns, insights, and knowledge do you derive from the captured data (ii), and which mathematical methods, algorithms, and data-science techniques (e.g. modelling, simulation, machine learning, neural networks, knowledge graphs) do you use to develop your race strategy (iv)?
- iv. Data-driven Race Strategy Development: What is your overall race strategy for keeping your vehicle close to the global optimum under varying driving conditions, while maintaining the three contest goals? How do you use the knowledge from (iii) to make your strategy data-driven, smart, adaptive, and competitive?
- v. Driver Performance on Track: What cues or previews emerge from your strategy (iv), and how do they support your driver's decision-making and maneuvers in specific driving situations or edge cases while on track?
- vi. Qualitative and Quantitative Results Improvement: How does your data-driven approach (i-v) deliver the best possible on-track performance, balancing energy efficiency, lap times, and safety? How did you address the multi-objective racing challenge? What improvement (in %) do you expect in speed and energy usage? Provide supporting analysis.

b. Eligibility

To be eligible for this award, the Team must have successfully passed technical inspection.

c. Objective

Teams must answer the six questions and explain how their expected outcomes improve energy efficiency, track performance, and contribute to the overall goals of Shell Eco-marathon. Participants are encouraged to think creatively, explore unconventional ideas, and even pursue disruptive approaches – such as applying information theory, data science, or AI principles to solve challenges.

d. How to participate

Teams wishing to participate must submit design documentation consisting of an executive summary and a technical description covering items (i)–(vi). The maximum page count is 10 pages.

Article 243: Technical Innovation Award sponsored by Southwest Research Institute**a. Overview**

This award is presented to the Team which demonstrates outstanding technical ingenuity along with optimal use of new materials, components, methodology and inventions in their drive train, chassis, body, instrumentation, or tires. Teams should focus on one specific innovation in their submission.

b. Eligibility

To be eligible for this award, the Team must have at least one valid competition attempt, i.e. the Team must have a result on score board.

c. Objective

Teams will be required to explain their innovative concept, its features, and its benefits, how it relates to the Shell Eco-marathon competition and the potential it has for ‘real world’ application. Submissions that provide in-depth information on a specific innovation are preferred over those that give a general overview of multiple innovations to the project vehicle.

Teams are strongly encouraged to consider all intellectual property developed in conjunction with the Shell Eco-marathon program as valuable assets and seek professional advice about its protections through patents or trademarks before publishing.

d. How to participate

Teams interested in the Technical Innovation Award must apply with a report of maximum 10 pages, which must include an Executive Summary at the beginning of the submission that answers the following questions, at minimum:

- i. Describe the specific innovation.
- ii. What makes the innovation unique/novel?
- iii. Is the concept relevant to real world applications? If so, how?

Article 244: Vehicle Design Award sponsored by Qatar Auto Museum**a. Overview**

This prize recognizes innovative design research and execution and will be awarded to the Team that presents the most original and coherent vehicle in terms of aesthetics, ergonomics, technical feasibility, aerodynamics, and sustainability practices during the vehicle design and production process. Each of these five (5) criteria will be weighted equally in the Jury’s decision.

b. Eligibility

To be eligible for this award, Teams must have successfully passed the Technical Inspection.

c. Objective

Teams are required to describe their design approach, the foundation for their research, factors that make this design special, and issues and solutions encountered during the vehicle production process. Photographs, drawings, and/or animations must be included to illustrate the process.

d. How to participate

Teams must submit a report of maximum 15 pages, which contain as a minimum the following information:

- i. Description of the original design idea the Team pursued and the rationale behind it.
- ii. A minimum of seven (7) images of the vehicle (photographs or drawings) which represent the vehicle, such as:
 - 3/4 front perspective view
 - 3/4 rear perspective view
 - Direct Front view
 - Direct Rear view
 - Side view
 - Top view
 - Cockpit view
- iii. A brief project timeline and overview of the Team structure and work allocation.
- iv. The first year this vehicle participated in Shell Eco-marathon.
- v. New developments for the current year (if the vehicle has participated before).
- vi. Research and tests conducted on the vehicle's aerodynamics, with an emphasis on their impact on both design and energy efficiency.
- vii. Details about vehicle safety and driver ergonomics.
- viii. Details about sustainable practices implemented and sustainable materials used and how well they can be recycled, repurposed, etc.

Article 245: Safety Leadership Award**a. Overview**

This award is presented to the Team which, in the opinion of the Organizers, demonstrates the best overall Health Safety Security and Environmental (HSSE) performance onsite throughout the duration of the Event.

b. Eligibility

All Teams participating in the Shell Eco-marathon United States 2026 Event are eligible for this award.

c. Objective

The Organizers will base their judgment on interactions of the participating Teams with the onsite Safety Team and consider the following points:

- i. Paddock condition, planning and management
 - How is the paddock set out?
 - Has HSSE been considered in the layout and usage of the space?
 - Are materials and equipment stored and handled safely?

ii. Safety Leadership

- Is the Team role modelling safe behavior in their interactions within their Team and with others?
- Are they supporting other Teams in ensuring safe working and safe behaviors?

iii. Compliance

- Are all Participants of a Team behaving in a safe manner and within the site rules?
- Has the Team interacted with the onsite Safety Team effectively?
- How has the Team dealt with any problems, issues, challenges or feedback received on any HSSE related matter?

d. How to Participate

There is no requirement to submit documentation to the Organizers before or during the Event. However, Teams are strongly encouraged to engage proactively with the on-site Safety Team throughout the Event regarding their HSSE performance, as well as any questions, issues, or concerns that may arise.

Article 246: Spirit of Shell Eco-marathon Award**a. Overview**

This Off-Track Award celebrates Teams that demonstrate the spirit of Shell Eco-marathon, defined by perseverance, innovation, and collaboration. It recognizes those who go beyond technical achievement to show exceptional character, resilience, and support for others throughout the Event.

b. Eligibility

All Teams participating in the Shell Eco-marathon Event are eligible for this award.

c. Objective

This Award is presented to the Team which, in the opinion of the Organizers, best symbolizes the spirit and values of Shell Eco-marathon through their actions, which can involve but are not restricted to:

- Overcoming great obstacles to attend Shell Eco-marathon.
- Mastering exceptional challenges while participating in Shell Eco-marathon.
- Supporting other Participants to help them overcoming significant challenges or obstacles.
- Keeping high spirits, showing outstanding resilience, resolve and resourcefulness.

d. How to Participate

There is no requirement to submit documentation to the Organizers before or during the Event. Teams may nominate other Teams for this award, but self-nominations are not permitted.

7. Awards and Prizes

Article 247: On-Track Award Overview and Prizes

The following prizes are awarded separately for both the Prototype and Urban Concept categories.

Shell Eco-marathon On-Track Award	Amount in USD	Comment
Internal Combustion Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Internal Combustion Runner-up	\$ 2,000	Prize Money only
Internal Combustion 3 rd place	\$ 1,500	Prize Money only
Internal Combustion 4 th place	\$ 1,000	Prize Money only
Internal Combustion 5 th place	\$ 750	Prize Money only
Internal Combustion 6 th place	\$ 500	Prize Money only
Battery Electric Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Battery Electric Runner-up	\$ 2,000	Prize Money only
Battery Electric 3 rd place	\$ 1,500	Prize Money only
Battery Electric 4 th place	\$ 1,000	Prize Money only
Battery Electric 5 th place	\$ 750	Prize Money only
Battery Electric 6 th place	\$ 500	Prize Money only
Hydrogen Fuel Cell Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Hydrogen Fuel Cell Runner-up	\$ 2,000	Prize Money only
Hydrogen Fuel Cell 3 rd place	\$ 1,500	Prize Money only
Hydrogen Fuel Cell 4 th place	\$ 1,000	Prize Money only
Hydrogen Fuel Cell 5 th place	\$ 750	Prize Money only
Hydrogen Fuel Cell 6 th place	\$ 500	Prize Money only

Article 248: Off-Track Award Overview and Prizes

For all Off-Track Award categories, the following prizes may be awarded:

Shell Eco-marathon Off-Track Award	Amount in USD	Comment
Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Runner-up	\$ 1,500	Prize Money only

The Spirit of Shell Eco-marathon Award has only one Winner (no Runner-up). The Vehicle Design Award has one Winner in each vehicle category (Prototype and Urban Concept), with no Runner-up.

Article 249: Certificates

Individual result certificates will be issued to the registered Participants of all participating Teams. These certificates will be available during the week following the competition.

Article 250: Transfer of Prizes

No substitution or transfer of prizes is allowed. The Organizers reserve the right to award alternate prizes in the Event a prize is unavailable. The Organizers also reserve the right to not award any prize should there be no eligible entries or winners.

8. Miscellaneous Terms and Conditions

Article 251: Photography and Videography Rights and Consent

- a. Participants may be recognizable in photos, audio, and video recordings (“Media”) made by the Organizers or third parties at all Events. The Participants will be notified through signage at the Event that such Media recordings are taking place and may choose to object to such recordings by removing themselves from the Event.
- b. Where the Participant is an adult (above 18 years of age at the commencing date of the Event), they declare through their acceptance of the Terms and Conditions of Participation for the Event that they permanently relinquish all rights to the Media for use in both internal and external communications (including but not limited to promotions, advertising, internet presence, TV and radio reports and press reports). The usage and storage of these materials are governed by the [Shell Eco-marathon Privacy Policy](#).
- c. Where the Participant is a minor (below 18 years of age at the commencement of the Event), consent is initially required before the gathering of such Media. A parent/guardian(s) can sign an optional consent form allowing Media to be taken of their child/ward. Consent of the Participant can be withdrawn at any time as per the terms set out in the [Shell Eco-marathon Privacy Notice](#). Should the parent/guardian choose not to sign, the minor Participant will be given an additional unique lanyard which will act as a visual indicator that no Media is to be taken of them.
- d. By exception to Article 246 (a – c), where Media is submitted by Participants, it is the Team Manager’s responsibility to ensure that any pictured Participant has provided the appropriate consent.

Article 252: Release from Liability

The Organizer, its parent Shell plc and all of its and their respective officers, directors, employees, shareholders, representatives and agents shall have no liability and will be held harmless by Participants and institutions for any claim, action, liability, loss, injury or damage to any Participant, Institutions and/or any other person or entity, including personal injury or death to any person or damage to personal or real property, due in whole or in part, directly or indirectly by reason of participation in this contest, or the acceptance, possession, use or misuse of a stipend and/or a prize (including any travel or related activity).

Without prejudice to the aforesaid, Participants and institutions acknowledge that they will read, understand, accept and execute the Terms and Conditions of Participation document provided by Shell in order to participate in the Event.

