



AMZ News

FORMULA STUDENT GERMANY 2019





pilatus driverless at the acceleration start line

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Introduction

What a week! Formula Student Germany continues to impress us every year. Seven days full of ups and downs, full of joy, full of experiences. It is and remains the highlight of our season. If you, dear reader, have never been to Hockenheim, let us describe this experience for you: 3500 students in 119 teams from 25 nations, all gathered at the Hockenheimring in an attempt to secure the most coveted trophy of the year.

But there is not only something happening on the track, but also plenty next to it. True to FSG's motto «Be smarter, be faster», there are 24 workshops for the students and many interesting conversations to be had with the event's sponsors, including our long-term partners at BMW, Siemens, ETAS and ZF. Visiting FSG is certainly not only something for the team members, but also for those who are interested in the Formula Student Community. And if you

could not make it this year, we hope to see you next time around.

Arrival and Scrutineering

When *mythen* left for Hockenheim on Monday, August the 5th, the driverless team with *pilatus* had already arrived at the campsite. After the team tent was set up, we started with scrutineering, the technical inspection of the vehicles. This continued over the next few days. For the electric team, this included mechanical tests, electrical tests, battery tests, tilt, rain and brake tests, while the driverless team also had to deal with an emergency braking test and an autonomous systems inspection.

These inspections require a great deal of preparedness from our side. Not infrequently, problems in scrutineering lead to missing a dynamic discipline or even the whole event! Fortunately, we were able to apply the last scrutineering sticker to our vehicles on Thursday morning.

Static Disciplines

Each year, we are especially looking forward to the engineering design event. In it, the teams have to answer a lot of questions from judges from within the automotive industry. A good justification of the various concepts making up the car is asked, and, at least as important, a good understanding of the engineering basics behind building a racing car. If you're able to convince the jury in the preliminary round, you will compete in the final with the four best teams. For two and a half hours, the finalists are put through their paces by the judges, and in the end, there can only be one winner.

We are incredibly proud of being selected to compete with both teams in the finals and having won first place in the driverless category and second in the electric category.

While both teams of AMZ unfortunately missed the finals in the business plan presentation discipline and thus a



mythen in skidpad

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podium finish, the team behind *pilatus driverless* could then be happy again - the good performance in the Cost and Manufacturing event was honored by the judges with a second place.

Dynamic Disciplines

After the statics, it was time to heat up the track. The dynamics followed in quick succession:

In the acceleration race, *pilatus driverless* achieved a dominant first place, while electrical problems for *mythen* prevented a classification among the top teams. However, these problems had no major impact on the subsequent skidpad in the electric category, which allowed *mythen* to take home a well deserved third place. *pilatus driverless* even got a second place in the same discipline.

In the newly introduced driverless autocross as well as in the trackdrive, *pilatus driverless* was able to show what

it was capable of. In the end, it only had to concede both first places to the car from Karlsruhe Institute of Technology, coming in second in both disciplines.

The problems with *mythen* showed their ugly faces again in autocross and unfortunately prevented a starting position among the top teams in the endurance race the following day. Nonetheless, the team only took this as a challenge. To finish first, first you have to finish. But it should not be that way. After half of the race distance, eleven kilometers, *mythen* did not want to continue anymore.

So while the electric team had to adjust to a relatively sobering end of the week, it looked much better on the driverless side.

At the award ceremony on Sunday evening it became clear: The AMZ wins the overall victory in the driverless category at Formula Student Germany 2019! Our congratulations also go to

the other winning teams from TU Munich in the electric category and to UAS Esslingen in the combustion category.

Conclusion and Outlook

All in all, we return from Hockenheim with a mixed bag of feelings.

For one thing, we are admittedly a little disappointed that *mythen* could not finish the endurance race. It is now time to turn our eyes towards Spain. We are aware that there is tremendous potential in our car and will do our best to take advantage of every testing minute available this week to further increase its reliability.

On the other hand, our driverless team has once again proven that they deserve to be among the best in the world. Since the introduction of Formula Student Driverless, AMZ has won the FSG competition every year. This makes us unbelievably proud. It feels incredible to see the fruits of your labour in



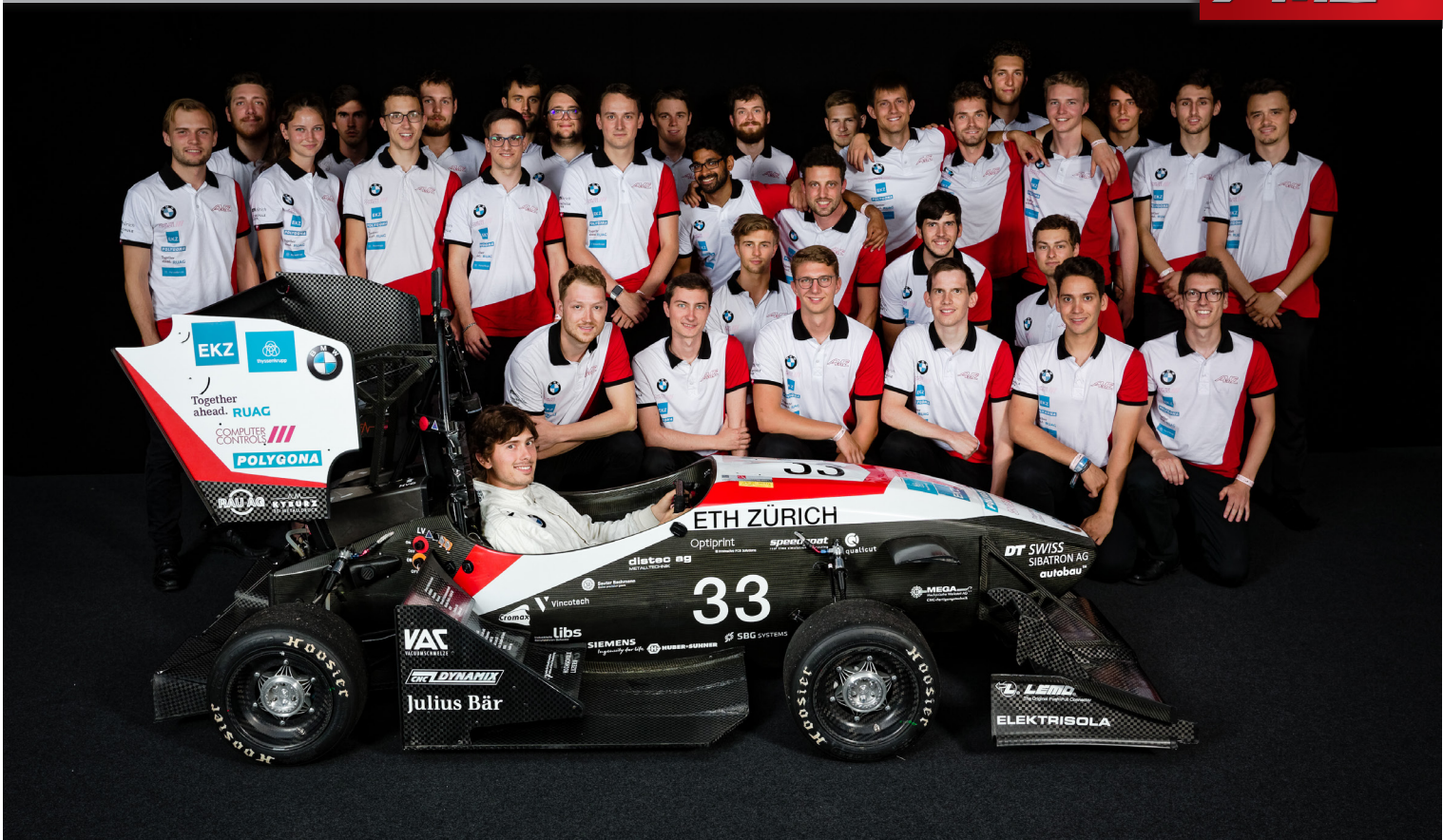
mythen at the autocross

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front of you like that. But this would not be possible without your support. Support from our sponsors, our alumni, our friends and families. Thank you.

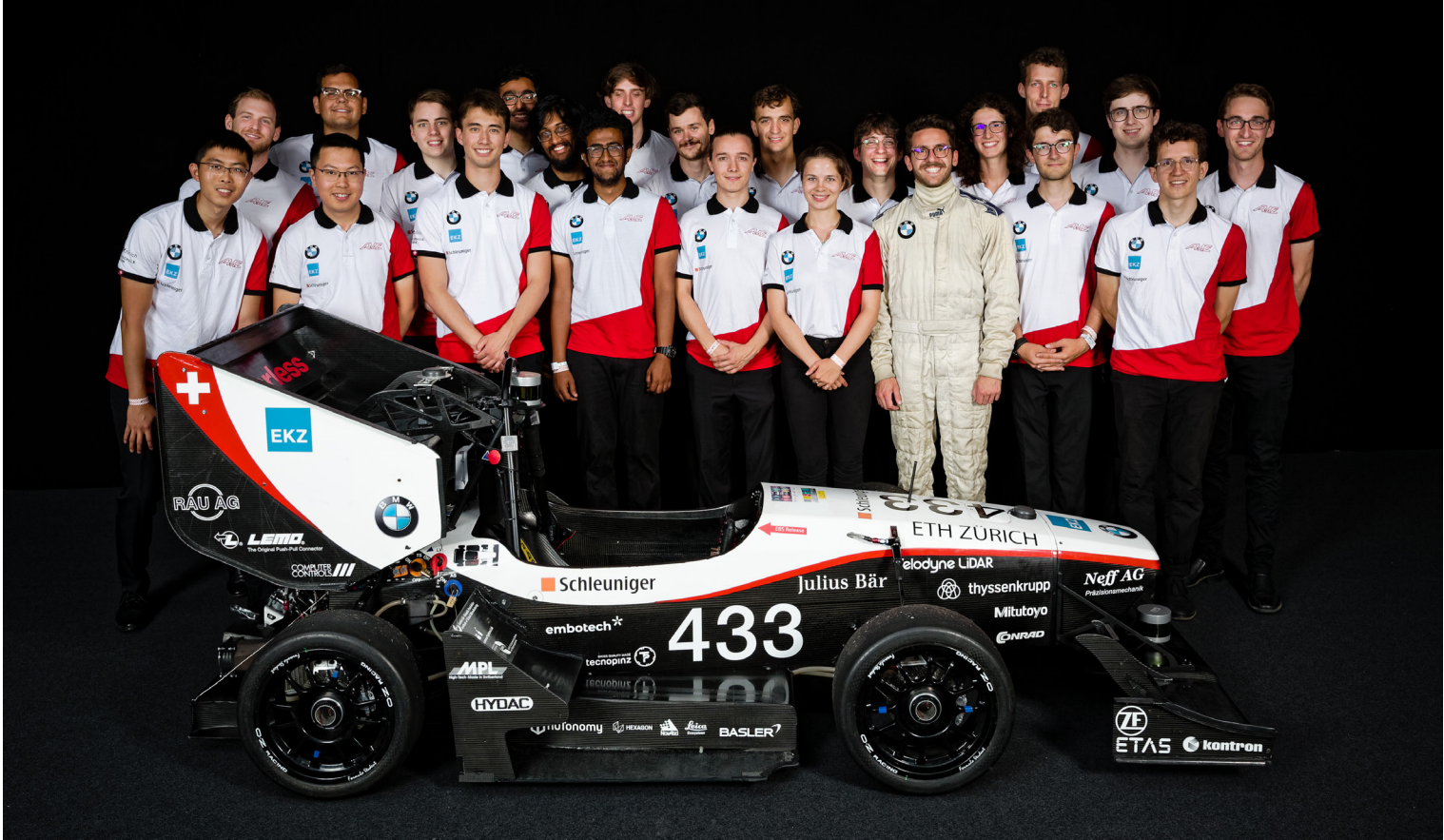
While the season is over for the driverless team, *mythen* and the electric team will be on their way towards the Spanish sun at the Circuit de Catalunya in Barcelona for the season finale in just under a week's time.

To not miss a minute of this event, follow us on Instagram or Twitter @amzracing.



mythen and the team behind it

©FSG klein



pilatus driverless and its team

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<p>The Original Push-Pull Connector</p>			

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Driverless Sponsors

Main Sponsors

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