Rules

v5NOV2019 (2)
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BY PARTICIPATING IN THIS COMPETITION, EACH PARTICIPANT AGREES TO THESE TERMS AND CONDITIONS AND OFFICIAL RULES ("RULES"), WHICH ARE AN AGREEMENT BETWEEN THE PARTIES, SO READ THEM CAREFULLY BEFORE ENTERING. WITHOUT LIMITATION, THIS AGREEMENT INCLUDES OBLIGATIONS ON THE PART OF TEAMS AND TEAM MEMBERS AND, EXCEPT IF PROHIBITED BY LAW OR PREEXISTING POLICY, CERTAIN INDEMNITIES TO FROM THE PARTICIPANT AND SOME LIMITATIONS OF PARTICIPANT’S RIGHTS AND REMEDIES.

1. Overview

The Indy Autonomous Challenge is a bold effort to spur scientific discovery and advance technologies that improve societal wellbeing, while engaging K-12 students in STEM activities throughout Indiana and beyond.

The Indy Autonomous Challenge (the “Competition”) is led by Energy Systems Network (“ESN”) on behalf of the Central Indiana Corporate Partnership, Inc. (CICP) and CICP Foundation, Inc. (CICP Foundation). ESN is a branded initiative of CICP and CICP Foundation and is a non-profit industry consortium of companies and institutions focused on the development of the advanced energy technology sector (see: https://energysystemsnetwork.com/). The Competition is a joint effort with the Indianapolis Motor Speedway (“IMS”), also known as “the Brickyard”, which is the nation’s first automotive technology proving ground and home to the Indianapolis 500, NASCAR’s Brickyard 400, Lilly Diabetes 250, and other motor vehicle, sporting, and entertainment events. Together, ESN and IMS are the “Organizers”.

The Indy Autonomous Challenge is a broadly collaborative effort that brings together public, private, and academic institutions to challenge students around the world to imagine, invent, and prove a new generation of automated vehicle (AV) software and inspire the next generation of STEM talent. It taps into inducement prize competitions’ long track record of focusing minds and leveraging competing teams’ and other third-party contributions to overcome complex challenges. In particular, it is inspired by, models the structure of, and involves innovators that were originally affiliated with the Defense Advanced Research Projects Agency (DARPA) Grand Challenge, which put forth a $1 million award in 2004 that created the modern automated vehicle industry. Moreover, given its heavy presence of university-affiliated teams, the DARPA Grand Challenge inspired an entire generation of students to pursue STEM.

Similarly, the Indy Autonomous Challenge asks universities to do what some might say is impossible: Automate a standard Dallara IL-15 Indy Lights Car (the little brother of IndyCar) and prove the ability to outrace and outmaneuver fellow world-class universities at more than 200 miles per hour at the Indianapolis Motor Speedway, the world’s most famous racetrack. To accomplish this feat, university teams will bring together undergraduate, graduate, and faculty participants with expertise in a range of technologies including artificial intelligence, machine
learning, deep learning, sensor fusion, and simultaneous localization and mapping (SLAM) to further the art of the possible with automation and advanced robotics.

To empower students to achieve this goal, the Indy Autonomous Challenge will implement a progressively difficult five-round sequence that provides teams with experience and resources in the runup to the final challenge at IMS. By leveraging a comprehensive online collaborative platform, existing in-state programs such as Purdue University’s evGrand Prix Autonomous go kart competition, world class simulation capabilities and orchestrated events, the world’s foremost racecar developer and manufacturer, Dallara Automobili, and the various organization and attractions that make Indianapolis incredible, the Indy Autonomous Challenge will not just challenge but also empower these university-based teams to prove naysayers wrong and achieve the “impossible.”

The scope and scale of the Indy Autonomous Challenge and its leveraging of a globally recognized motorsports venue and race cars will seek to increase public awareness of the transformational impact that automation can have on society. With 94 percent of the approximately 40,000 annual automotive deaths in the U.S. caused by “human factors,” advancements in vehicle automation has the potential to save tens of thousands of lives. Moreover, according to the Department of Energy, the efficiency gains of automation could reduce overall vehicular energy consumption by 60 percent, which would help reduce global climate change. Raising public awareness of these technologies and linking them to the original proving ground for automotive innovation that is the Indianapolis Motor Speedway will have a significant societal benefit.

Specifically, the goals of the Indy Autonomous Challenge are to help:

1. **Solve “edge case” scenarios** – Problems or situations that occur only at an extreme operating parameter, such as avoiding unanticipated obstacles at high speeds while maintaining vehicular control, need to be addressed to ensure safety across all operating environments;

2. **Catalyze new AV technologies and innovators** – AVs are still too expensive for scaled commercial deployment. Automakers and technology companies are seeking sources of new intellectual property (IP) and face a perpetual shortage of qualified engineers and software developers; and

3. **Engage the public to help ensure acceptance and use of AV technologies** – Increased experience with and exposure to AVs can help facilitate an understanding of them and their potential.

The official competition website is [http://www.IndyAutonomousChallenge.com](http://www.IndyAutonomousChallenge.com) (the “Website”). Please visit this site to access the most current versions of this and associated Competition documents and register to receive Competition updates.
### Table 1: Indy Autonomous Challenge Rounds, Qualifications, and Dates

<table>
<thead>
<tr>
<th>Round</th>
<th>Qualification</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round 1: Launch</td>
<td>Submit a 5-7 page white paper describing the Team and its members, its history with automation, and plans for competing in the Competition, including: approach to automated vehicle software architecture, simultaneous localization and mapping (SLAM), testing, and other technical specifications and insights, as well as overall approach to project management, fundraising, and interest in collaborating with other universities (if applicable).</td>
<td>On or before February 28, 2020</td>
</tr>
</tbody>
</table>
| Round 2: Demonstration | Demonstrate the ability to automate a Passenger Vehicle by:  
  - Submitting a 2-3-minute video of a Team-supplied and -programmed automated Passenger Vehicle that demonstrates a range of functions (i.e. left and right turns, acceleration, and deceleration to a complete stop); AND/OR  
  - Enter and complete the 2nd-year requirements of the “evGrand Prix Autonomous Series” organized by Purdue University and sanctioned by the World Karting Association, taking place at the Indianapolis Motor Speedway. | On or before May 20, 2020   |
| Round 3: Simulation Race | 1. Part 1: Complete 10 simulated solo laps around the Indianapolis Motor Speedway oval (~25 miles) on an Organizer-supplied and standardized automated vehicle simulator in 15 minutes or less (i.e. averaging ≥ 100 MPH avg.). Performance determines Round 3, Part 2 starting position.  
  2. Part 2: Complete 20 simulated laps around the Indianapolis Motor Speedway oval (~50 miles) on an Organizer-supplied and standardized automated vehicle simulator in a head-to-head simulated race among Teams in 30 minutes or less (i.e. averaging ≥ 100 MPH avg.) without impacting other vehicles’ abilities to compete. | February, 2021            |
| Round 4: Final Race Qualification | Complete ten solo laps of the Indianapolis Motor Speedway oval (25 miles) in 15 minutes or less (≥ 100 MPH avg.), and complete at least one of those laps in 75 seconds or less. (≥ 120 MPH) using an Official Vehicle of the Competition (i.e. a driverless Dallara Indy Lights). Performance determines final race starting position. | October 21-22, 2021       |
| Round 5: Final Race | $1,000,000 USD awarded to the first Team, $250,000 USD to the second Team, and $50,000 USD to the third Team to cross the finish line in 25 minutes or less (i.e. averaging ≥ 120 MPH) in a head-to-head, 20-lap (~50 mile) race of Official Vehicles (i.e. driverless Dallara Indy Lights) around the Indianapolis Motor Speedway oval. | October 23, 2021          |
3. Competition Rounds

The Competition is comprised of five rounds (the “Rounds”). The Rounds progress chronologically, and successful completion of any previous Round is a prequalification for a subsequent round. Teams that have not satisfactorily met the requirements of preceding Rounds shall not be permitted to participate in any subsequent Round without written permission from ESN, which may be granted or withheld in ESN’s sole discretion.

These Rules are binding on all Teams and set forth the terms and conditions for participation in the Competition. Additional obligatory participation details and requirements for all Rounds of Competition participation will be provided to Teams by ESN with final determination of eligibility and advancement in the Competition at ESN’s sole discretion. Participation in the Competition is contingent upon compliance with these Rules and any other participation details and requirements which may be provided by ESN, including, without limitation, agreement to liability waivers and releases in their individual capacity before participation in portions of the Competition involving IMS facilities.

1) Launch

All competing teams (the “Teams”) must register to participate in the Competition in accordance with the requirements and deadlines set forth in these Rules. Eligibility requirements for the Teams are described in Section 8 below. Registration consists of completing and submitting:

1. A registration platform that will be accessible online via the Website, which may require some or all of the following:
   • Team name;
   • Team Leader’s (defined in Section 8 below) name and basic contact information;
   • Team logo;
   • List of all Team Members, providing each Members’ full name, e-mail address, phone, mailing address, affiliation with the registered Team, if any, and country of residence and citizenship;
   • A quote about the Competition (~150-word statement expressing views on the importance of the Competition that can be used on the Competition’s, Organizers’, and/or sponsors’ website(s), as well as in marketing and promotional materials).

2. Submission of a 5-7-page white paper describing:
   • The Team and its history with automation, automated vehicles, robotics, racing, and/or related areas.
   • Plans for developing Competition software, such as: general approach to automated vehicle software architecture, simultaneous localization and mapping (SLAM), testing
and validation, use and integration of computer simulation services to advance programming efforts, and/or other technical specifications and insights

- Overall project management, sponsorships/funding strategy, and interest in collaborating with other universities to form a singular Team (if applicable).

2) Demonstration

All Teams must demonstrate they have the capability to program and operate an automated Passenger Vehicle (see Section 9). Teams need not demonstrate the ability to build an automated vehicle but rather the ability to develop, deploy, debug, and facilitate the ongoing operation of software capable of automating and controlling a Passenger Vehicle without significant human involvement within a defined environment (i.e. SAE J3016™ driving automation “Level 2”. See Table 1).

Table 1: SAE J3016™ Levels of Driving Automation and Functionality

<table>
<thead>
<tr>
<th>SAE Level</th>
<th>Name</th>
<th>Examples</th>
<th>Vehicle Control</th>
<th>Monitoring</th>
<th>Fall Back Control</th>
<th>Vehicle Capability</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>No Automation</td>
<td>N/A</td>
<td>Human Driver</td>
<td>Human Driver</td>
<td>Human Driver</td>
<td>N/A</td>
</tr>
<tr>
<td>1</td>
<td>Driver Assistance</td>
<td>Adaptive Cruise Control / Lane Keeping &amp; Parking Assist</td>
<td>Human Driver &amp; Vehicle</td>
<td>Human Driver</td>
<td>Human Driver</td>
<td>Some Driving Modes</td>
</tr>
<tr>
<td>2</td>
<td>Partial Automation</td>
<td>Traffic Jam Assist</td>
<td>Vehicle</td>
<td>Human Driver</td>
<td>Human Driver</td>
<td>Some Driving Modes</td>
</tr>
<tr>
<td>3</td>
<td>Conditional Automation</td>
<td>Full Stop &amp; Go Highway Driving, Self-Parking</td>
<td>Vehicle</td>
<td>Vehicle</td>
<td>Human Driver</td>
<td>Some Driving Modes</td>
</tr>
<tr>
<td>4</td>
<td>High Automation</td>
<td>Automated Driving</td>
<td>Vehicle</td>
<td>Vehicle</td>
<td>Vehicle</td>
<td>Some Driving Modes</td>
</tr>
</tbody>
</table>

Teams must select one of the two following options to fulfill the requirements for this Round:

Either:

1. **Option 1**: Online submission via the Website of a 2-3 minute video, which will be made viewable to other Teams and the general public, of a Team-supplied and -programmed automated Passenger Vehicle completing a course that demonstrates a range of functions (i.e. left and right turns, acceleration, and deceleration to a complete stop) without real-time human direction or via remote control.

Or:

2. **Option 2**: Enter, participate in, and complete to the satisfaction of its organizers the “evGrand Prix Autonomous Series” organized by Purdue University, which takes place at IMS, (see: [https://evgrandprix.org/autonomous/](https://evgrandprix.org/autonomous/)).


Teams are permitted – and encouraged – to select and complete both options 1 and 2. If a Team selects both options and successfully fulfills the requirements of either one, the Team shall be deemed eligible to progress to the next Round.

3) Simulation Race

The objective of Round 3 is to challenge – and help enable – Teams to demonstrate they have the capability to program and safely operate an automated Dallara IL-15 Indy Lights vehicle (the Competition’s “Official Vehicle”, which is defined in the section on “Rounds 4 and 5 Vehicle” below) at high speeds around the IMS oval. Simulation will be the tool employed during this Round to enable this demonstration.

Teams will aggregate at IMS for a simulated race that takes place entirely within a computer simulated environment. The simulation race will seek to replicate as much as possible what Teams will experience during the Competition’s Final Race, thus enabling the simulation Round – and the simulator itself – to be a tool for Teams’ preparation and advancement. All participating Teams will be required to facilitate access – either via direct upload or via the cloud – to the software they’ve developed for the competition to a central computer or group of computers managed by ESN and the provider of the simulation software (the “Simulator”).
Vendor, technical, and other Simulator details will be disclosed in advance of Round 3. Accessing Teams’ software will be done in a way such that Teams’ proprietary software algorithms will not be disclosed to parties other than ESN and the AV simulation supplier, who will keep such software algorithms confidential. The precise approach that will be required to access the software shall be disclosed to Teams towards the beginning of Round 3.

Round 3 qualified Teams will have fixed-duration licenses to use the Simulator at their respective institutions so that they can independently develop and refine their software. Details of Simulator provision will be available on the Website.

The Simulator will seek to mimic as closely as possible the IMS oval and IL-15 Indy Lights vehicles’ characteristics and dynamics. Teams will not have to design the vehicle model or determine sensor configurations, as both are a fixed part of the Competition.

Technical portions of this round – including operation of the Simulator and its computers – that occur at IMS and/or as formal Competition activities will be managed and validated by the provider of the Simulator. Outputs and scoring data that do not compromise Teams’ intellectual property but that indicate how the simulation was run and thus how the Teams performed and were ranked will be provided to participating Teams.

During Round 3, teams may also be required to demonstrate the ability to ensure functional safety via the Simulator via an approach determined and shared with Teams at or before the launch of Round 3. Teams may also be required to demonstrate the ability to start, launch, stop, and shut down vehicular operations from pit lane.

The Simulation Race will be comprised of two parts:

**Part 1**: Complete 10 simulated solo laps around the IMS oval (~25 miles) on an ESN-supplied and standardized automated vehicle simulator in 15 minutes or less (i.e. averaging ≥ 100 MPH avg.). Performance – measured in lowest total time to safely complete the ten laps – determines Teams’ Round 3, Part 2 starting positions.

And:

**Part 2**: Complete 20 simulated laps around the IMS oval (~50 miles) on an ESN-supplied and standardized automated vehicle simulator in a head-to-head simulated race among teams in 30 minutes or less (i.e. averaging ≥ 100 MPH avg.) without impacting other vehicles’ abilities to compete.

Impacting other vehicles’ abilities to compete includes, but is not limited to, physically contacting another vehicle to a degree that it disrupts the other vehicle’s operations and/or ability to complete the course and other maneuvers as determined by the Judges (see below) and/or ESN in its sole discretion.

Teams that satisfy these prescribed Round 3, Part 2 requirements are eligible to participate in Rounds 4 and 5.
4) Final Race Qualification

In advance of the Round 5 Final Race, Teams are required to demonstrate they have programmed and can safely operate an Official Vehicle at high speeds around the IMS oval, while competing for Final Race starting positions.

The beginning of Round 4 will consist of a static technical and safety inspection of all vehicles at IMS to ensure compliance with all rules, to verify the details of vehicle operation in accordance with all ESN instructions, and to ensure safe vehicle operation. Any deviations will be identified to the Team Leader for immediate action to bring the vehicle into compliance. If a vehicle cannot be brought into compliance within the timeframe set forth by ESN and to ESN’s satisfaction it may be disqualified.

The Final Race Qualification requires Teams to complete ten solo laps of the IMS oval (~25 miles) in 15 minutes or less (i.e. averaging ≥ 100 MPH avg.), and complete at least one of those laps in 75 seconds or less (i.e. averaging ≥ 120 MPH avg. for that single lap) (the “Round 4 Requirements”) using an Official Vehicle. Performance – measured in lowest total time to safely complete the ten laps – determines Teams’ Final Race starting positions. Those who complete Round 4 Requirements are eligible to participate in Round 5.

Qualifying Teams’ vehicles must remain at IMS from the onset of Round 4 through the completion of the Round 5 Final Race. Teams may petition ESN if major repairs are needed that require expertise that is only available offsite, which request may be granted or denied in ESN’s sole discretion.

5) Final Race

The beginning of Round 5 will consist of a static technical and safety inspection of all vehicles at IMS to ensure compliance with all rules, to verify the details of vehicle operation accordance with all ESN instructions, and to ensure safe vehicle operation. Any deviations will be identified to the Team Leader for immediate action to bring the vehicle into compliance. If a vehicle cannot be brought into compliance within the timeframe set forth by ESN and to ESN’s satisfaction, in its sole discretion, it may be disqualified.

In recognition of the values of such Teams’ efforts to further the charitable and educational purposes of CICP and CICP Foundation, the following awards (“Awards”) will be: One million dollars ($1,000,000 USD) will be awarded to the first Team, two hundred and fifty thousand dollars ($250,000 USD) to the second Team, and fifty thousand dollars ($50,000 USD) to the third Team to cross the finish line in 25 minutes or less (i.e. averaging ≥ 120 MPH) in a head-to-head, 20-lap (~50 mile) race of Official Vehicles around the oval at IMS.
Impacting other vehicles’ abilities to compete or otherwise impeding other vehicles is grounds for disqualification, as determined by ESN in its sole discretion. Any Team suspected of cheating or circumventing any of the Competition rules will be subject to disqualification from the Competition. Additional race and track rules and restrictions that must be adhered to by all Teams will be provided to Teams in advance of the Final Race.

4. Registration

To participate in the Competition, Teams must accurately and truthfully complete the registration processes on the Website. Teams must complete the registration processes by 11:59:59 p.m. Indianapolis (Eastern Standard) time on February 28, 2020.

Round 1 registration will open at 8:00 a.m. Indianapolis (Eastern Standard) time on November 5, 2019. From the beginning of Round 1 through its conclusion on February 28, 2020, Teams will be able to submit their white papers via the Competition website. ESN may elect to extend the deadline or otherwise modify the submission criteria in its sole discretion.

Teams will be required to agree to certain additional rules and regulations related to access and use of IMS facilities as may be communicated to the Teams from time to time throughout the competition. Eligibility to compete or receive Awards is contingent upon agreement to and compliance with these obligations.

ESN reserves the right to refuse any attempted registration or to remove or disqualify an entrant or winner at any time throughout all phases of the competition or after for any reason, in its sole discretion. Among other things, ESN may refuse registration if it determines that a prospective Team: (i) lacks the understanding of the financial or technical means required to present a viable entry; (ii) does not or will not meet the eligibility or Team composition requirements; or (iii) is likely to disrupt relationships with the other Teams, sponsors, or otherwise unreasonably endanger the administration of the Competition or related activities. Registration materials will be reviewed by ESN for completeness and for compliance with the Rules of the Competition using all available information. ESN may pose additional questions or requests to Teams for clarification to supplement the Registration materials.

5. Venue

Rounds 3-5 will take place at IMS. Round 3 will take place at an IMS meeting area that will be announced in advance of the event, and Rounds 4-5 will see Teams’ Official Vehicles travel around the IMS oval. Space and potentially other resources will be provided for Teams and their vehicles while they are at IMS. A complete listing of such resources will be shared with Teams in advance of Rounds 4 and 5. A map of IMS is depicted in Figure 1. Teams are
responsible for arranging travel and accommodations necessary to attend Rounds 3-5 and are responsible for all costs associated with travel and accommodations.

Figure 1: Indianapolis Motor Speedway

![Indianapolis Motor Speedway Map](source: Indianapolis Motor Speedway)

6. Judging Panel

The official judges of the Competition (the “Judging Panel”) are qualified and impartial judges selected by ESN and responsible for evaluating compliance with these Rules and subsequent guidelines and requirements provided by ESN. The decisions of the Judging Panel are final and binding.

All determinations, exercises of discretion, and decisions made by ESN or the Judging Panel may be made at ESN’s or the Judging Panel’s sole discretion, including the award of Awards. The Judging Panel retains ultimate discretion to declare a winner of the Competition and otherwise award all Awards. Any such decision may not be challenged by Teams.
7. Award Payments

Teams are eligible for Awards only if they are in compliance with all terms set forth in these Rules and other rules and terms which may be communicated to Teams by ESN, including the requirements for successful completion of Round 5. No Awards will be paid for mere preparation or participation. If no Team meets the minimum standards set forth in these Rules, ESN reserves the right to re-assess the minimum standards, but shall have no obligation to do so. If less than three (3) Teams successfully meet the minimum standards set forth to complete all Rounds of the Competition, one or more of the Awards may go unawarded.

Teams are solely responsible for their own costs including travel, capital and operating costs for the duration of each Round of the Competition. Teams are solely responsible for the cost of and for arranging for development and testing of their software and vehicles and their repair in the event of an accident.

ESN or its designee(s) shall make payment by check to the Team’s identified Academic Institution (defined in Section 8 below), and payments will be made within 60 days of the Team being verified a winner, as determined by the Judging Panel, which shall make its decision without unreasonable delay. Compliance with payment instructions provided by the Team shall constitute payment of the applicable Award. Team’s identified Academic Institution shall be solely responsible for any taxes arising from or relating to the payment of any Award. Each Academic Institution receiving an Award must use such prizes consistent with the rules under Internal Revenue Code (“Code”) section 501(c)(3) that prohibit private inurement and non-incidental private benefit. ESN shall have no responsibility or liability with respect to allocation of Awards funds among Team Members. No transfers or Award substitutions will be made, except at ESN’s sole discretion. Award details not specifically stated in these Rules will be determined in ESN’s sole discretion. ESN is not responsible for any inability or unwillingness of any Team or Team Member to accept or use an Award (or portion thereof) for any reason. Awards are offered as an encouragement in the public interest.

ESN or its designee will attempt to notify the potential Award recipients on or around October 23, 2021 by means determined by ESN in its sole discretion.

All winning Team Leaders may be required to complete Award-acceptance documents within the time frame specified and in the form provided by ESN or Award may be forfeited. If a Team refuses to comply with the foregoing requirements and other requirements of ESN, the Team may be disqualified at any time in ESN’s sole discretion with no liability or responsibility to the respective Team or any other Team Member on the Team, even if other Team members have complied with the requirements. All Documents, if applicable, must be received by ESN any applicable timeframes noted in the communication, or disqualification or removal from the Competition may result and any Awards may be forfeited and awarded to an alternate Team. If any notification or other Competition-related communication is returned as undeliverable, or if a potentially winning Team’s Team Leader cannot be reached or does not respond as instructed.
after ESN has attempted to notify the Team, that Team may be disqualified and an alternate Team may be selected (time permitting and in ESN’s sole discretion) to receive the Award. ESN reserves the right to modify the notification procedures in connection with the selection of any alternate potential Award recipient, if any. The Award claim and documents are subject to verification by ESN. All Awards legitimately claimed will be awarded. In the event that any dispute regarding the identity or members of a Team cannot be resolved to ESN’s satisfaction, the Team may be disqualified. Awards are payable only after receipt and verification of the documents and any other required forms.

Award recipients may be required to provide certain information to facilitate receipt of the Award, including completing and submitting any tax or other forms necessary for compliance with applicable withholding and reporting requirements. Foreign Award recipients are also responsible for complying with foreign exchange and banking regulations in their respective jurisdictions and reporting the receipt of the Award to relevant government departments/agencies, if necessary. ESN reserves the right to withhold a portion of the Award amount to comply with the tax laws of the United States or those of an Award recipient’s jurisdiction. Awards may not be transferred (a) to any individual, entity, or country prohibited by any applicable U.S. or non-U.S. export controls and trade sanctions; (b) to anyone on U.S. or non-U.S. government restricted parties lists; or (c) for any purpose prohibited by applicable export controls and trade sanctions, including nuclear, chemical or biological weapons, or missile technology applications without the required government authorizations. Teams acknowledge that ESN is subject to U.S. economic restrictions and trade sanctions. As such, ESN reserves the right to deny distribution of any Award when required by applicable law.

ESN does not promise any other direct financial compensation, reimbursements, or other payments to Teams.

8. Team Eligibility and Requirements

The Indy Autonomous Challenge is a competition among accredited, tax-exempt colleges and universities (including foreign institutions of higher education that are organized and operated in a manner consistent with requirements for exemption from federal income tax under the laws of the United States) (each, an “Academic Institution”).

Teams comprised of one or more individuals (who may be referred to as “Team Members” in these Rules) are eligible to participate in the Competition if all eligibility requirements set forth in this section and elsewhere in the Rules are met. Each individual competing on a Team must be a legal resident of the Territory (defined below) and at least eighteen years of age or the age of majority in their jurisdiction of residence at all times during participation in the Competition.

For a Team to be eligible to participate in the Competition, at least 50% of the individuals on each Team must be associated with an “Academic Institution” located in the Territory. For the
purposes of eligibility, “associated” means enrolled as a full or part-time student in good standing or a faculty member of the Academic Institution at all times during participation in the Competition. Additionally, more than 50% of the labor contributions put forth to develop software and other intellectual property and administer participation in the Competition must come from individuals associated with the Academic Institution. Additionally, the intellectual property used by a Team in connection with Competition participation must be 1) owned by an Academic Institution associated with the Team, 2) created by a Team Member associated with the Academic Institution, or 3) used by the Team pursuant to a license obtained prior to November 5, 2019. Intellectual property created or improved by a Team in connection with the Competition must be administered consistent with Code section 501(c)(3) principles. ESN reserves the right to request documentation from Teams demonstrating compliance with this requirement, with final determinations as to compliance being in ESN’s sole discretion. Team Leaders must be associated with an Academic Institution.

Teams and each individual Team Member must not be under any legal or contractual obligation that would prohibit participation in this Competition as described in these Rules. If participating in this Competition would result in a violation by a Team or Team Member of any law applicable to him/her/them/it or any agreement to which he/she/they/it are a party or employer or company policies and procedures, such Team/Team Member is ineligible. Each Team Member’s participation in this Competition cannot violate their employer’s or company’s policies and procedures, if applicable; and if participating in this Competition would result in a violation of employer or company policies and procedures, such Team Member is ineligible. Team Members entering on behalf of an Academic Institution are bound by these Rules, individually, and the Academic Institution must have full knowledge of this action and consent thereto, including the potential receipt of an Award.

Interested Teams should register via the Website. Based on the competition venue space, the number of Teams may be limited at any time by ESN in its sole discretion.

Teams can include Academic Institution faculty and students, industrial partners, and/or government partners so long as the Team composition meets the requirements in this section. Students may be undergraduate and/or graduate students. Multiple educational institutions can – and are encouraged to – join together to form a single Team. The joining together of Teams can take place at any Round of the competition, so long as at least one of the joining Teams has qualified for the given Round. In such event, any Awards will be awarded to the Team designated in the entry forms at the time of initial entry into the Competition.

Employees, officers, managers, agents, and representatives of Organizers, or any other entities, individuals or any of the foregoing’s respective corporate partners, parent companies, divisions, subsidiaries, affiliates or successors in interest participating in the judging, design, administration, or fulfillment of this Competition, and advertising, promotion, and public relations agencies (collectively, the “Released Parties”) and any family member or member of the same
household (whether or not related) of any such persons are not eligible to enter or win an Award in this Competition, unless granted written permission by ESN in its sole discretion.

One person must be designated as the team leader (“Team Leader”) and will be solely responsible for receiving communications from and communicating with the Organizers. Team Leaders must be actively employed by or a student of an Academic Institution.

For the purposes of this Competition, the “Territory” means any country, state, province, territory, region, or jurisdiction where the laws of the United States or local law do not prohibit participating or receiving an Award in the Competition and excludes any area or country designated by the United States Treasury’s Office of Foreign Assets Control (e.g. North Korea, Syria, Cuba, Iran, Sudan and Crimea). ESN reserves the right to limit, or restrict upon notice, participation in the Competition to any person or institution at any time before or after the launch of the Competition for non-compliance with the Rules or as otherwise determined in ESN’s sole discretion.

A Team may withdraw from the Competition by written notice to ESN, at any time. In such an event, ESN may require a withdrawn Team to return equipment, licenses, payments (if any), and/or other materials received from the Organizers or Competition sponsors.

Teams may secure their own sponsorships to support their participation in the Competition. However, Teams’ individual sponsors will not be granted the benefits and rights accorded to sponsors of the overall Competition; it will be up to Teams to determine respective individual sponsor benefits and rights. Teams must submit to ESN and maintain a current list of their sponsors, as each sponsor relationship is established and/or ended.

Teams’ individual sponsors must be approved by ESN. ESN will not refuse a Team sponsor unless it determines that a prospective sponsor is likely to disrupt relationships with the other Teams, sponsors, or otherwise unreasonably endanger the administration of the Competition or related activities or as otherwise determined by ESN not to be in keeping with the image of the Competition. Sponsorship requests must be made to ESN in writing and identify the name of the requested sponsor and a description of the sponsorship rights to be granted to the sponsor. ESN shall attempt to issue an acceptance or rejection of each Team sponsor within 14 calendar days after receipt of the request. ESN may pose additional questions or requests for clarification to supplement the request as part of its evaluation. All rejection or acceptance decisions by ESN shall be final and its sole and absolute discretion. If a Team’s sponsor is rejected, the submitting Team may submit requests for other sponsor(s). There is no limitation as to the quantity of sponsors any Team may arrange.

Additionally, while Teams may brand their vehicle and other Competition hardware with their respective sponsor logos, approval must be granted in writing by ESN in advance of branding. In such cases, Teams will be directed to follow any specific branding procedures and protocols provided by ESN. Teams shall obtain a trademark license from the sponsor with pass-through
rights to Organizers. Teams may not modify or obstruct any preexisting branding on the vehicle at the time of acquisition.

9. Vehicles

Round 2 Vehicles

Teams selecting “Option 1” shall: supply their own Passenger Vehicles. A Passenger Vehicle is a motor vehicle capable of the carriage of at least one passenger and designed to seat no more than nine persons (including the driver). For the purposes of Round 2, Teams’ selected Passenger Vehicles may have their seats removed. Alternately, Teams may have a safety driver in the driver seat. The entry must be a ground vehicle that is propelled and steered principally by traction with the ground. The type of ground contact devices (such as tires, treads, and legs) is not restricted. The vehicle must not damage the environment or infrastructure along its route of travel. Vehicle operation must conform to any regulations or restrictions imposed by the applicable land-use authority.

Teams selecting “Option 2” shall use the designated vehicle of the evGrand Prix Autonomous Series and follow all vehicle rules that pertain to the evGrand Prix Autonomous Series (see: https://evgrandprix.org/autonomous/ for the most current rules document). Teams selecting this option will not be allowed to operate their vehicles via remote control during time trial laps, even if permitted by the evGrand Prix Autonomous Series.

Rounds 4 and 5 Vehicle

The “Official Vehicle” of the Competition is a Dallara Automobili manufactured IL-15 Indy Lights race car that has been modified by those designated and approved by ESN to enable automation. Modification includes the integration of an automated vehicle hardware and sensor package, drive-by-wire capabilities, and other capabilities and technologies to enable sufficient Competition performance.

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Figure 2: Dallara IL-15 Indy Lights Race Car

The full specifications of this vehicle will be found on the Website and supplied to all registered Teams by approximately May 31, 2020. This information will include: Propulsion system; Vehicle dynamics; Wiring diagrams; Computing platform and protocols; AV hardware and sensor package architecture.

All Teams are required to use the Official Vehicle of the Competition. Any modifications to the Official Vehicle chassis, body, powertrain, transmission, wheels, tires, hardware, sensors, or any of its other physical characteristics require ESN’s and/or its designees’ written permission. Teams’ vehicles’ will be mechanically and physically certified in advance of all track times, and unapproved modification(s) and/or those that are not made public by the Teams are grounds for disqualification. Additionally, Teams may have their vehicles branded with their respective university, sponsor, and related logos upon ESN’s written approval. In such cases, Teams will be directed to follow specific branding procedures and protocols that will be provided by the Organizers. Teams may not modify or obstruct any preexisting branding on the vehicle at the time of receipt.

All Teams must provide their own original software that enables and controls vehicular automation. While this software may be built on an open-license, common-source architecture (such as Autoware, Apollo, or others), Teams must have sole and exclusive rights to use the portion of the software that is primarily responsible for vehicular control and decision-making.

Official Vehicles may come with programming and/or other elements to ensure aspect(s) of safety and safe operations – such as the capacity for the Organizers to remotely disable the
vehicles (the “Kill Switch”) – in which case Teams will be informed of the details of such
programming and shall not modify such programming.

Participating vehicles must demonstrate SAE Level 4 automation behavior and operation at all
times during the Competition, whereby no driver is present, either within the vehicle or remotely.
Vehicles must be unmanned, and no animals are permitted onboard.

Organizers will store Teams’ vehicles and facilitate IMS track time in advance of the Final Race
for Teams to test their vehicles. While at IMS, Official Vehicles will be maintained and serviced
by personnel approved and provided by ESN. Should Teams wish for more time with their
vehicles, it is Teams’ responsibilities to arrange and pay for Official Vehicle transport and track
time, as well as servicing and maintenance while vehicles are in Teams’ possessions away from
the storage area and IMS.

10. Mandatory Activities

Unless grated written permission by ESN to do otherwise, all qualified Teams will be required to
participate in Round 3 and 4 activities that include:

Automated Vehicle Simulation Workshops (the “Hackathons”)

Tentatively scheduled for May 2020, July 2020, and October 2020 in person at IMS, these
Hackathons are to further familiarize Teams’ with the full extent of the Simulator capabilities in a
spirited, competitive format that may be comprised of micro-challenges and other activities.

Official Vehicle Design Updates

Official Vehicle design updates will share details of the automated vehicle hardware and sensor
components and architecture with Teams as the Official Vehicle engineering is being
completed. The format for these updates will be either via conference call, webinar, in-person
meeting, or a combination of each. While specific dates of these will be provided to Teams,
these activities are likely to take place between approximately March 2020 and approximately
May 2021.

Fundamentals of Racing Workshop

Held at IMS during the launch of Round 3 in conjunction with Hackathon #1, this in-person
workshop will review fundamentals of racing, including driving lines, corner planning, drafting,
braking, and other techniques to help Teams understand not just their vehicle dynamics, but the
dynamics involved in high-speed racing with multiple cars on the track to help Teams maximize their performance in the Competition.

IMS Practice Days

The Organizers are targeting approximately three sets of 2-3 days when IMS will be available for Teams to operate their Official Vehicles around the IMS oval in advance of the Final Race. Target months for these days are June 2021, September 2021, and October 2021, but final dates will be determined and posted on the Website as Round 4 approaches.

11. Safety Requirements

Safe operations are a priority for the Organizers. All considerations to maintain safety for operators and the surrounding environment must be made. The following are the minimum requirements for all Teams and their systems during the competition. The Organizers may suspend Team operations and/or remove a Team from the Competition at any time for safety considerations.

Teams will be required to register all Team Members for attendance at IMS and must participate in all training and briefings required by IMS. In addition to complying with applicable law and regulations, each Team is expected to employ appropriate safety precautions in its Competition operations. In the event that the Organizers observe a potentially dangerous condition for the safety of personnel or the environment, it shall have the right to advise a Team that, until the condition is corrected, the Team’s activities must cease.

In all cases the Teams must adhere to all rules and regulations set forth by IMS. Teams that do not comply with rules may be disqualified from the Competition with no recourse against the Organizers or any of the Competition sponsors.

In addition, all items to be stored at IMS must be approved by IMS and must be managed in a manner that adheres to all applicable laws and regulations as described in the Competition Site Agreement. IMS has final say on whether an object can be used and/or stored at IMS. These decisions will be made during the registration process for each Round. IMS will approve items based on the spirit of the Competition, that is to say IMS will only ban those items that pose a danger to Teams, IMS, visitors, and the environment for which Teams cannot show an appropriate management policy.

Any aspect of vehicle activity or operation that has an unacceptable impact on the environment is prohibited. These activities include destructive vehicle behavior, the use of abnormally hazardous substances or materials, and generally reckless operation. Potentially hazardous equipment or activities must be identified to the Organizers for review.
In advance of Rounds 4 and 5, ESN will provide specific instructions for the administration of activities as well as emergency procedures and instructions for handling other contingencies. Compliance with these instructions is mandatory whenever the Team or its vehicle is within IMS-controlled areas. Failure to comply with these instructions may result in disqualification.

All vehicles will be equipped with a Kill Switch that allows automatic and/or remote-controlled disabling of the vehicle should dangerous or otherwise unpermitted operation be observed or expected. Details of Kill Switch operations will be posted on the Website in advance of Teams’ receipt of vehicles. All Teams must follow all on-track instructions or any Competition officials or be subject to disqualification and/or removal from the Competition.

Intentional Interference and Damage

Intentional interference with other vehicles is prohibited. Intentional interference is any activity that, in the opinion of the Judging Panel, is intended to degrade another vehicle’s ability to compete.

Any Team responsible for the intentional damage of property that does not belong to that Team may be disqualified by ESN in its sole discretion. Intentional damage includes damage that occurs as a result of failure to prevent damage that could have been foreseen and includes damage that adversely and materially affects the performance of another Team. The Judging Panel will have the final say in all matters involving damage.

Improper Vehicle Contact

A Team may not make or cause physical contact with its vehicle after it has departed the start chute and before it is returned to the Team. Contact with the vehicle may be permitted if the vehicle has been disqualified or as otherwise determined by the Organizers. Physical contact includes indirect contact with tools and human-initiated contact using remotely controlled or electronic equipment.

When passing, the overtaking vehicle has the burden of responsibility for collision avoidance and must remain within the route boundary. The vehicle that is being overtaken will be expected to hold the racing line, or optimal path, around the course.

Jettisoning Material on the Route

Except for normal byproducts of power generation, the intentional jettison of any material from a vehicle is prohibited and may result in disqualification. If a portion of a vehicle unintentionally
falls from the vehicle while on the route, the Organizers will notify that Team, and Organizers will recover such debris once all qualified vehicles have cleared the affected area.

A smokescreen or any other obscurant intentionally discharged from a vehicle is specifically prohibited.

12. Additional Terms

Competition Materials

All software and associated intellectual property created, developed or otherwise used by each Team to participate in Rounds 3-5 of the Competition (“Team Software”) will remain the property of the respective Team.

Excluding Team Software, any other materials or content provided or submitted by Teams in this Competition, including, without limitation, white paper, Team logo, quotes and other Team information, is referred to collectively as “Team Content.” By entering, except where prohibited by law, each Team Member grants to the Organizers the right to use Team Content to evaluate participation, and administer and promote this Competition.

In addition each Team that enters in association with a company/business, including Academic Institutions, further, on behalf of the company/business grants to ESN a right and license to use such company/business’s trade names and trademarks (including logos) in connection with this Competition and the promotion and marketing of Organizers and Competition. Nothing contained in these Rules obligates Organizers to make use of any of the rights granted herein.

If any part of a Team’s Team Content depicts, identifies, or includes any person that is not a Team Member, the Team must have all permissions and rights from the individual depicted, identified, or included (and, if such individual is a minor, his/her parent or legal guardian) and Team Members agree to provide Organizers with written confirmation of those permissions and rights upon request.

Team Content must not contain any third-party trademarks (including logos), trade dress, other brand elements, copyrighted material, or other intellectual property, unless the Team has secured the written permission from the rights owner to use such material in accordance with these Rules. Team Content must not infringe, misappropriate, or violate any rights of any third party including, without limitation, copyright (including moral rights), trademark, patent, trade secret, or rights of privacy or publicity. Team Content must not include information or content that is false, fraudulent, deceptive, misleading, defamatory, libelous (including trade libel), disparaging, harassing, threatening, profane, obscene, pornographic or otherwise adult-oriented, hateful, indecent, inappropriate, or injurious to any Released Party or any other party. Team Content must not contain or describe any harmful or illegal activity or content or in any way violate any federal, state, or local laws, rules, or regulations. Team Content must be
suitable for presentation in a public forum. Teams agree that their participation in the Competition and agreement to these Rules and any Released Party's reproduction, display, and use of the Team Content in accordance with these Rules will not violate any agreement to which Team or any Team Member is a signatory or party.

Additional Disclaimers

The Released Parties are not responsible and/or liable for any of the following, whether caused by a Released Party, a Team Member, or by human error (except to the extent that any of the following occur for reasons within Organizers’ reasonable control, if applicable law in your jurisdiction of residence dictates that liability to the injured party in such a case cannot be excluded by law): Any lost, late, postage-due, incomplete, illegible, incomprehensible, mutilated, or misdirected registration, email, mail, or Competition-related correspondence or materials; any error, omission, interruption, defect, or delay in transmission or communication; viruses or technical or mechanical malfunctions; interrupted or unavailable telephonic, cellular, cable, or satellite systems; errors, typos or misprints in these Rules, in any Competition-related advertisements, or other materials; failures of electronic equipment, computer hardware, or software; lost or unavailable network connections or any failed, incorrect, incomplete, inaccurate, garbled or delayed electronic communications; technical or human error which may occur in the administration of the Competition or the processing of registrations; or any injury or damage to persons or property which may be caused, directly or indirectly, in whole or in part, from a Team Member's participation in the Competition, except if such injury or damage is caused by a Released Party’s gross negligence or willful misconduct, or receipt or use of any Award. Released Parties are not responsible for electronic communications that are undeliverable as a result of any form of active or passive filtering of any kind, or for insufficient space in a person's email account or voicemail inbox, to receive, email or voice messages. Without limiting any other provision in these Rules, the Released Parties are not responsible or liable to any Team or Team Member for failure to supply an Award or any part thereof in the event that any of the Competition activities or Released Parties’ operations or activities are affected by any cause or event beyond the sole and reasonable control of the applicable Released Party (as determined by Organizers in their sole discretion), including, without limitation, by reason of any acts of God, equipment failure, threatened or actual terrorist acts, air raid, act of public enemy, war (declared or undeclared), civil disturbance, insurrection, riot, epidemic, fire, explosion, earthquake, flood, hurricane, unusually severe weather, blackout, embargo, labor dispute or strike (whether legal or illegal), labor or material shortage, transportation interruption of any kind, work slowdown, any law, rule, regulation, action, order, or request adopted, taken, or made by any governmental or quasi-governmental entity (whether or not such governmental act proves to be invalid), or any other cause, whether or not specifically mentioned above. Further, ESN reserves the right to suspend or cancel all or part of the Competition due to inclement weather, darkness or any other factors impacting track conditions or Competition operations.
General Rules

ESN reserves the right to modify these Rules or cancel the Competition at any time for any reason in its sole discretion upon reasonable notice to Teams. If the Competition is terminated for any reason, ESN will have no further obligations to any Team or Team Member.

By entering this Competition (except where prohibited by law), each natural person agreeing to these Rules as part of participation grants the Released Parties the irrevocable, sublicensable, free-of-charge, absolute right and permission to use, publish, post or display his or her name, photograph, likeness, voice, biographical information, any quotes attributable to him or her, and any other indicia of persona (regardless of whether altered, changed, modified, edited, used alone, or used with other material in the Released Parties’ sole discretion) for advertising, trade, promotional and publicity purposes without further obligation or compensation of any kind to him or her, anywhere worldwide, in any medium now known or hereafter discovered or devised (including, without limitation, on the Internet) without any limitation of time and without notice, review or approval, and each such person releases all Released Parties from any and all liability related to such authorized uses. Nothing contained in these Rules obligates Organizers to make use of any of the rights granted herein and each natural person granting publicity rights under this provision waives any right to inspect or approve any such use.

ESN will collect and process Team Members’ personal information and it (as well as all Team Content) may be shared with ESN’s partners, agents and affiliates to conduct the Competition and for internal business purposes. The privacy policy of the Central Indiana Corporate Partnership (CICP) will govern information collection for the competition. The details of this privacy policy can be found at: https://www.cicpindiana.com/privacy-policy/

ESN’s decisions will be final in all matters relating to this Competition, including interpretation of these Rules, selection of the winners, and awarding of the Awards. ESN reserves the right to restrict or void participation from any IP address, email address or domain, or device if any suspicious participation is detected. The invalidity or unenforceability of any provision of these Rules will not affect the validity or enforceability of any other provision. In the event that any provision is determined to be invalid or otherwise unenforceable or illegal, these Rules will otherwise remain in effect and will be construed in accordance with their Rules as if the invalid or illegal provision were not contained herein. If any person supplies false information, participates or registers by fraudulent means, or is otherwise determined to be in violation of these Rules in an attempt to obtain an Award, ESN may disqualify that Team Member and Team, and seek damages from him or her and that person may be prosecuted to the full extent of the law.
Disputes / Governing Law

Except where prohibited by law, any and all disputes, claims, and causes of action between a Team Member and/Team and any Released Party arising out of or connected with this Competition, the determination of Award recipient, or any Award awarded must be resolved individually, without resort to any form of class action. Further, in any such dispute, under no circumstances will an individual be permitted or entitled to obtain awards for, and hereby waives all rights to claim punitive, incidental or consequential damages, or any other damages, including attorneys’ fees, other than the individual's actual out-of-pocket expenses (if any), not to exceed ten dollars ($10 USD), and each individual further waives all rights to have damages multiplied or increased.

This Competition and any dispute arising under or related thereto (whether for breach of contract, tortious conduct, or otherwise) will be governed by the internal laws of the State of Indiana, USA, except where prohibited by law, without giving effect to its conflicts of law or choice of law principles or rules that would cause the application of the laws of any jurisdiction. Any legal actions, suits or proceedings related to this Competition (whether for breach of contract, tortious conduct, or otherwise) will be brought exclusively in the state or federal courts located in or having jurisdiction over Indianapolis, Indiana, US, and each Team and Team Member accepts and submits to the personal jurisdiction of those courts with respect to any legal actions, suits or proceedings arising out of or related to this Competition.

Rules / Award Recipients List

A copy of these Rules is at http://www.IndyAutonomousChallenge.com/ during the Competition.

Information about the winning Teams is available by sending an email with the subject line “Indy Autonomous Challenge Winners” to contact@IndyAutonomousChallenge.com. Requests for winner information must be received no later than three (3) months after the end of the Competition.
13. Calendar of Activities

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<td>Hackathon #1 @ IMS</td>
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<td>Fundamentals of Racing Workshop @ IMS</td>
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<td><em>Team Perk: Miller Lite Carb Day @ IMS</em></td>
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