

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMGT3

**DECISION N°:** WEC\_2024\_D05\_Hypercar\_Technical\_information

**DATE:** 08/01/2024 **FROM:** The WEC Committee

**SUBJECT:** Technical information for the Hypercar category

## APPLICABLE REGULATION

- 2024 Le Mans Hypercar Technical Regulations
- 2024 LMDh Technical Regulations
- 2024 FIA World Endurance Championship Sporting Regulations

## DECISION

### REFUELLING EQUIVALENCE

- 1- During the race, the maximum cumulative deployed energy per stint (PPUEnergyStint) must be lower than the value described in the BOP table. The oversight will be based on the principle of a virtual energy tank store represented as PPUEnergyTank in the strategy.
- 2- The energy consumption will be calculated from the integral of the driveshaft torque sensors.
- 3- That energy will be considered from pit-out to pit-in.  
For the first stint, the energy will count from the start-finish line at the start of the race (PPUEnergyTank = PPUEnergyStint).
- 4- For last stint, the energy calculation will stop at on the finish line at the chequered flag.
- 5- If PPUEnergyTank drops below 0 a penalty will need to be taken following infringement table in Appendix 4 of the Sporting Regulations and the deficit of PPUEnergyTank needs to be compensated at next pitstop at the rate defined by PPUEnergyFlow.
- 6- When the refueling hose is connected PPUEnergyTank will increase by the rate defined by PPUEnergyFlow in MJ/s which corresponds to PPUEnergyStint/40s.
- 7- At each refueling connection the car must be connected by an 'additional docking time' before triggering the PPUEnergyTank refill. This is to compensate for different car technologies.  
This 'additional docking time' will not count for the PPUEnergyTank calculation and will be defined in the BoP.
- 8- It is the Competitor's responsibility to ensure that the sensor's signal is correct. Any failure to do so will result in an immediate obligation to fix the problem. Any power cycle done during refuelling will result in a not compliant refuelling time.

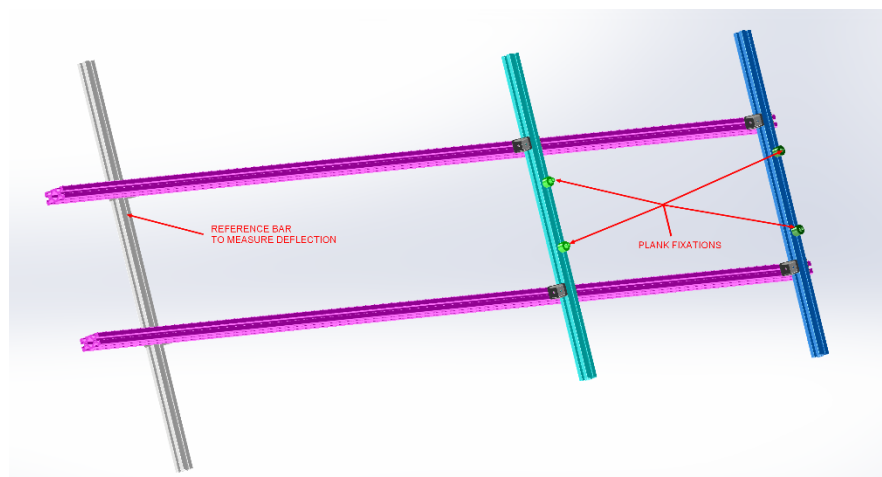
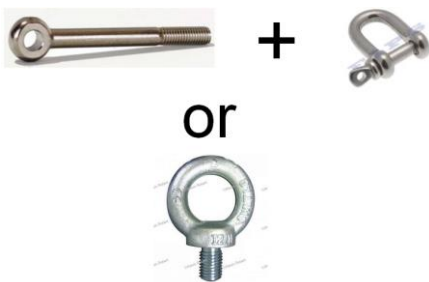
## BODYWORK DEFLECTION TEST

We remind all Hypercar Competitors that, for scrutineering reasons, they must always have at the track the tools required to achieve all the deflection tests.

These tools should all have been previously tested-fitted to be perfectly operational:

DEFLECTION TEST	Art. LMH	Art. LMDh	TOOLS REQUIRED
Splitter	3.8.2	3.10.2	8 x M5 eye + ref.frame (see #a)
Front skid block	3.8.5	3.10.8	-
Rear skid block	3.8.6	3.10.9	-
Bodywork gurney	3.8.3	3.10.3	Adapter (15mm)
Rear mainplane	-	-	Adapter (50mm)
Rear flap	-	-	Adapter (15mm)
Rear wing + trans.plates	-	3.10.7	6 x Adapter(200mm) + trans.plate adaptor + ref.frame
Rearmost part of rear wing	3.8.4	3.10.6	Adapter (15mm)
Rear flap gurney	-	-	Adapter (30mm)

Tools for splitter deflection test:



## TAPE ON BODYWORK

The WEC Committee would like to clarify the list of bodywork taping allowance with the table below:

Area	Teams can use tape in WEC race events	Notes
Cockpit cooling	Taping from outside, only when wet tires fitted.	Only designated cockpit cooling ducts can be blanked - as per WT configuration.
Brake coolings	As homologated	Front and Rear Brake Blanking is fixed to the homologated min and max values throughout the ADD range. Intermediate values between min-max are permitted.
Engine intake within 'snorkel'	N	
Other coolings	N	All other cooling to remain fully open as homologated. Performance-critical.
Door seals	N	Safety-critical
Door handles	N	Safety-critical
Tow hooks	N	Safety-critical
Fuel filler lid	N	Safety-critical
Wiper	N	Safety-critical
Handles, latches, -lifting bar holes	N	Safety-critical
Other bodywork splits required for safety access	N	Safety-critical
Air jack holes	N	Safety-critical
Battery drain hole	N	Safety-critical
Splitter and RW assembly jig mounting holes	Optional	
RW - holes and splits to pillars and endplates	Optional	
Gap btw. engine cover Fin and RW pillars	Optional	
ADD adj. mechanisms or fixings	Optional	
Headlights, rear lights	Optional	
Interfaces btw. heat exchangers and their ducts	Optional	
Skid block edges, fixings and splits	Optional	
All floor and diffuser split lines	Optional	
Any component attached to the wishbones (cables, etc.)	Optional	
Mounting faces of strakes, tuning vanes etc	Optional	
All other to body splits in general	Optional	Only where safety not an issue, at FIA/ACO's discretion
Driveshaft chassis, brake duct or bodywork through holes	N/A	
Pressure tappings	N/A	Teams should not be running p-tapped floors
Wind tunnel modifications	N/A	

## CRANKING OPERATIONS

The WEC Committee would like to clarify the cranking operation, therefore, the following article is added to the FIA WEC Sporting Regulations:

### 6.6 Engine starting

For the purpose of these regulations, any cranking operation is considered as starting the engine.



# WEC COMMITTEE



## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

**with immediate application**

from:

And is applicable:

**until further notice**

for the mentioned event(s) only