

# WEC COMMITTEE



**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMP2  LMGTE Pro  LMGTE Am

**DECISION N°:** WEC\_2021\_D0036\_Hypercar\_Refuelling\_Le\_Mans\_Amended

**DATE:** 18/08/2021 **FROM:** The WEC Committee

**SUBJECT:** Hypercar refuelling for Le Mans Competition

## APPLICABLE REGULATION

2021 Le Mans Hypercar Technical Regulations

## DECISION

During the race, the maximum cumulative deployed energy per stint (measured with the torquemeters) must be lower than the value described in the BOP table.  $E_{\text{max per stint}} \text{ (MJ)}$

That energy will be taken into account from pit-out to pit-in.

For the first stint, the energy will count from last pit-out prior to the lap to the grid before the start of the race.

For last stint, the energy calculation will stop at on the finish line at the chequered flag.

As per Article 15.1.1 and 5.2.1 of the Sporting Regulations, all cars must have sufficient fuel to drive to parc fermé and undertake a fuel sample if required.

If a competitor over-shoot this limit, the penalty will be:

- 1<sup>st</sup> time of infringement Stop and Go + 10 secs
- 2<sup>nd</sup> time of infringement Stop and Go + 20 secs
- 3<sup>rd</sup> time and more infringement Stop and Go + 30 secs

1- During the race, the refuelling time (for all refuelling pitstops except last one) must be more than:

$$T_{\text{refuelling time}} \text{ (s)} > \{ 35(s) \times [ E_{\text{previous stint}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)} ] \}$$

For last refuelling of the race, the refuelling time must be more than:

$$T_{\text{refuelling time}} \text{ (s)} > \{ 35(s) \times [ E_{\text{last stint}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)} ] \}$$

2- During the race, if a Competitor has refuelled under FCY, the minimum refuelling time of the next refuelling under green track must be:

$$T_{\text{refuelling time}} \text{ (s)} > \{ 35sec \times [ E_{\text{previous stints since last refuelling under green}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)} ] - T(s) \}$$

3- During the race, if a refuelling time is less than the above defined minimum refuelling time by an amount of  $T_{\text{short}}$ , the Competitor must extend (self-penalty) at next refuelling by:

$$P_{\text{time self-penalty}} \text{ (s)} = \{ 5(s) + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$$

If last refuelling time of the race is less than the above defined minimum refuelling time by an amount of  $T_{\text{short}}$ , a time penalty of

$$P_{\text{time finish-penalty}} \text{ (s)} = \{ 5(s) + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$$
 will be applied to the classification of the race.

4- By delegation of the Panel of Stewards (but without prejudice of the Technical Delegates' right to resort to it) any breach of the above rule will result in an added refuelling time penalty of :  $P_{\text{time FIA/ACO-penalty}} \text{ (s)} = \{ 15(s) + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$

- 5- Refuelling times will only be monitored using the fuel coupling sensor signal.

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.

## 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 Competition(s) only**