

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMGT3

**DECISION N°:** WEC\_2024\_D35\_All\_Sporting\_clarifications

**DATE:** 25/04/2024 **FROM:** The WEC Committee

**SUBJECT:** Several clarifications on the Sporting Regulations

## APPLICABLE REGULATION

2024 FIA World Endurance Championship Sporting Regulations

## DECISION

This document cancels and replaces the following Committee decisions: #D01, #D02, #D04, #D07, #D09, #D10, #D12, #D13, #D17, #D18, #D19, #D23, #D25, #D26, #D27, #D28, #D29 and #D30.

Clarifications carried over from the above-mentioned decisions are highlighted in yellow.

Further clarifications brought by Decision #D35 are highlighted in green.

These clarifications supersede any reply from the Committee pertaining to the Articles listed in #D35, until reply R10.

## ARTICLE 1.4.1 – FORMAT OF THE QUALIFYING SESSIONS

### 1.4.1 Definition

Each Competition will have the status of a restricted international Competition.

“Competition” means any race registered on the annual calendar of the World Endurance Championship, including administrative checks and technical scrutineering, all official practice sessions, whether qualifying or not, the warm-up if there is one and the race itself. The start and end of each Competition are determined in accordance with Article 2.1.7 of the Code.

Subject to the provisions of Appendix 1 of each Competition (see Article 2.2), the format is as follows:

- 2 or 3 timed free practice sessions of one hour, one and a half hours or two hours, with a total limit of four hours (see Appendix 1 of the Competition).

Unless otherwise specified in the supplementary regulations of the event (Appendix 1), the duration of qualifying sessions and Hyperpole sessions are defined as follows:

- One first LMGT3 qualifying session of at least 12 minutes reserved for cars of category LMGT3: this session will determine the starting grid of LMGT3 category from the 11<sup>th</sup> place onward.
- One second LMGT3 qualifying session of 10 minutes, called Hyperpole: this session is reserved for the 10 best cars from the first LMGT3 qualifying session which will determine the first 10 positions on the starting grid for the LMGT3 category.
- One first Hypercar qualifying session of at least 12 minutes reserved for cars of category Hypercar: this session will determine the starting grid of Hypercar category from the 11<sup>th</sup> place onward.
- One second Hypercar qualifying session of 10 minutes, called Hyperpole: this session is reserved for the 10 best cars from the first Hypercar qualifying session will determine the first 10 positions on the starting grid for the Hypercar category.
- One first qualifying session, divided into two parts, as follows:

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- One part of at least 12 minutes reserved for cars of category Hypercar
- One part of at least 12 minutes reserved for cars of category LMGT3.

These two parts will be separated by at least 5 minutes. They will determine the starting grid of each category from the 11th place onward.

- 1 second qualifying practice session divided into two parts called Hyperpole, the duration of which will be 10 minutes each unless otherwise specified in the supplementary regulations of the event (Appendix 1) and may not exceed 12 minutes if applicable. This session is reserved for 10 best cars from the first qualifying practice session for each category which will determine the first 10 positions on the starting grid for each category.
- 1 race, which must not last less than 6 hours.

No warm-up will be scheduled on the Competitions, unless otherwise specified in Appendix 1 of each Competition or by decision of the Panel of Stewards on proposal of the Race Director for safety reasons. In the event of a warm-up, the list of cars and Drivers allowed to take part in the warm-up will be posted after the qualifying session.

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## ARTICLE 4.2.4 – ON BOARD CAMERAS – Correction of a typing mistake

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### 4.2.4 On-board cameras

The technical description will be summarised in the document sent by the promoter.

As the minimum weight of all cars is defined and maintained without a camera system, it is considered of major importance that the cars equipped with a camera system do not suffer any performance penalty.

The following will be put in place, considering the weight of the camera system = 3.8kg

- Cars without a camera will need to have ballast on board (total 3.8kg)
- HYPERCAR: minimum car weight with a camera system or camera ballast = described in BoP
- LMGT3: minimum car weight with a camera system or camera ballast = described in the BoP

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## ARTICLE 4.3.1 – RADIO COMMUNICATIONS – Clarification

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### 4.3.1 Competitor radio communication

The ACO and FIA officials are allowed to listen to, record and transcript car and pit crew channels, the conversations at any time and for any purpose by any electronic means available to the ACO and FIA, on all the frequencies that have been given a licence for the Competition.

English will be the only language admitted for all radio conversations coming from or received by the car unless exceptional circumstances or exceptional authorization granted by the WEC Committee.

In case of infringement: penalty at the Stewards' discretion.

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## ARTICLE 4.3.3 – DISCORD POLICY – Clarification

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### 4.3.3 Electronic means of communication

The officials and the Promoter may use electronic means of communication. For the 2024 season, the principal electronic mean of communication will be Discord. A user policy is set out below and must be abided by. Clerical mistakes from officials cannot be opposed to them in any way or form.

The Competitors must be connected to these means of communication at all times and signal any malfunction.

When they receive a communication, Competitors must immediately acknowledge receipt.

Discord will be used in accordance with the following guidelines (which are not limitative):

- A maximum of two (or 3 for hybrid cars) connections are allowed per car number: one dedicated for eSafety (for hybrid cars), one dedicated for technical purposes and one for the declared Team Manager
- Competitors' ID's must be labelled as follows: 'aa\_bbbb\_cccc', with aa= the car number, bbbb= the team name and cccc= eSAFE or TECH or TM
- Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to interrupt the conversation at discretion.
- No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion.
- Competitors can only report an incident once, using template published by Race Control at the beginning of the Competition. ~~the appended Incident Report Template, that must be posted in the Race Control room.~~
- Any failure to comply with the above, or any other behavior deemed inappropriate will result in removal from the Discord Server.

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## ARTICLE 5.1.2 – STARTING DRIVERS – Correction

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### 5.1.2 Starting driver's declaration

For the Competitors in all the categories, the name of the Driver who will take the start must be declared at the time of the administrative checks by filling in the appropriate form.

Unless a notification of a change of Driver is made in writing to the Panel of the Stewards, at the latest 30 minutes after the end of the Hyperpole, the Driver who takes the start must be the one declared during the administrative checks.

Contact : startingdrivers@fiawec.com

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## ARTICLE 6.5.3 – TYRE PROCESS - Clarification

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### 6.5.3 Specifications

The tyre manufacturers are contractually committed with the Promoter to provide a limited number of tyre specifications for dry and wet weather.

All the specifications for the season must be declared to the Comité WEC before the start of the season.

The maximum number of specifications that can be used by all Competitors over the season and across all Competitions is defined as follows:

	Number of specification for dry-weather tyres			Number of specification for wet-weather tyres
	24H Le Mans	Other races	Total over the season	
<b>HYPERCAR</b>	3	2	3	1
<b>LMGT3</b>	2	2	2	1

The tyre manufacturers will decide of the specifications that must be used on each Competition and will have to declare them to the WEC Committee no later than 30 days before the Competition. The specifications must be identical for all the car models.

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The tire manufacturer must establish identical technical requirements (pressures and camber) for all Competitors. Non-compliance with this requirement by the Competitor may be penalised by the Panel of the Stewards.

For the Hypercar category:

- For 29/34 tyres: the Technical Delegates may randomly assign one set of tyres of each specification to every competitor using the 29/34 tyre layout. These tyres will have to be used on the first introduction of the specification in qualifying and/or the race.
- a random draw will be made per Competition and tyres will be reattributed randomly to each Competitor by the Technical Delegates. These tyres must be used in the "Qualifying + Race" allocation. The details will be defined by the WEC Committee.
- For 31/31 tyres: a mechanism of collection and reintroduction of the tyres will be defined by the WEC Committee.
- The WEC Committee will be able to modify the random attribution mechanism and the tyre collection and reintroduction mechanism at any moment during the season.

## ARTICLE 6.5.4 – TYRE ALLOCATION FOR HYPERPOLE SESSION – Clarification

### 6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- For the Hyperpole from the start of the session: tyres allocated for Hyperpole must be used only and exclusively for the Hyperpole session.
- To go from the pit lane to the starting grid before the start of the race, the tyres used can be either dry-weather tyres or wet-weather tyres and will not be counted in the allocation.
- At the start of the Competition, any tyre counting in the allocation must be new tyres.

	FREE PRACTICES	HYPERPOLE**	QUALIFYING + RACE		
			6h race	8h race	10h race*
<b>HYPERCAR</b>	12	4	18	26	32
<b>LMGT3</b>	12	4	18	26	32

\*or of 1812km

\*\* only the softest tyre specification proposed by the tyre manufacturer for this Competition will be used for Hyperpole (except for Qatar competition, where the hardest specification will be used).

Wet-weather tyres

The number of wet-weather tyres usable during a Competition is not limited.

During practices and the race, wet-weather tyres can only be used once the track has been declared wet by the Clerk of the Course / Race Director.

## ARTICLE 6.5.5 – USE OF HEAT GUN TO CLEAN TYRES – Clarification

### 6.5.5 Heating, treatment and modifications

Only the Technical Delegates and their assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited, except for the removal of debris collected on the track. It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre ; tyre cannot have exceed heat when being fitted in the car.  
In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread and profile of the tyres must not be modified or recut.

Any process that involves a direct or indirect attempt at modifying the temperature of a tyre (compared to the ambient temperature) is forbidden. This includes but is not limited to: warming of the car's suspension components, wheel hub assembly and braking system; modification of the filling medium, water heating system/element when washing the wheels. Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical components for tyres, rims and wheels are forbidden. Competitors are prohibited from having any of the abovementioned items in their possession throughout a Competition.

Tyres, wheels and rims must remain entirely visible, without any form of obstruction, throughout a Competition. They must only be stored in the outside area situated immediately to the rear of the garage They must be visible to officials at all times of the Competition, at the timing defined in article 4.4.2.

In any case, instructions of the officials must be respected.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible. Further restrictions may be applied regarding qualifying tyres by the Technical Delegates.

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## ARTICLE 6.6 – CRANKING OPERATIONS – Clarification and new article

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### 6.6 Engine starting

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

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## ARTICLE 7.4.2 – 7.4.3 – 7.4.9 – PIT LANE PENALTIES – Clarification

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### 7.4.2 Drive-Through

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations.

Drive-Through penalties are not subject to appeal.

### 7.4.3 Stop & Go

Once the Stop & Go penalty has been notified on the monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations. The Stop & Go is served in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorised on the car, and the Driver must remain on board.

After the Stop & Go, the car must leave the working area to re-join the track.

Stop & Go penalties are not subject to appeal.

### 7.4.9 Pit lane penalties

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the monitors.

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Furthermore, pit lane penalties cannot be served:

- if the Safety Car is deployed on track.
- If the Virtual Safety Car is deployed.
- if the track is under FCY.
- If a Red Flag is deployed.

Unless the car was already in the pit entry road when the neutralisation was declared, the number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the Driver has been notified on the timing monitors.

## ARTICLE 10.2.3 – 10.2.5 – QUALIFYING & HYPERPOLE PROVISIONS - Clarification

### 10.2.3 Specific provisions for the qualifying practices – Qualifying and Hyperpole proceedings

During the qualifying and hyperpole sessions, it is prohibited:

- for a car to go into its garage; it must stay on the pit lane (under penalty of cancellation of the times set before the car entered its garage).
- To refuel.

In addition:

- Cars not taking part in the session (e.g. LMGT3 during the Hypercar session, Hypercar during the LMGT3 session) must imperatively be placed inside their garages, except those which must proceed to scrutineering and except the provisions of Article 10.2.5.
- Competitors will be allowed to take the cars out of the garages and place them on the pit lane only once authorised by the Race Director. Competitors will only be allowed to join the “fast lane” when authorized by the Race Director.
- Tyres must only be fitted when the car is in the working lane.

Competitors can only take the cars out of their garages and place them in their designated working areas when allowed to do so by the Race Director. Subsequently, cars can only join the “fast lane” when allowed to do so by the Race Director.

Except for exemptions that may be set out below, during the qualifying and Hyperpole sessions, cars not eligible in the current session must remain in their garages while cars eligible and taking part in the current session must not enter their garages. Failing the latter, a penalty of cancellation of the lap times set before the car entered its garage may be imposed.

At the end of each qualifying session, cars not eligible for Hyperpole will be placed under Parc Fermé. Cars must go either inside their garage or to the scrutineering area if required to do so. Cars eligible for Hyperpole must remain in their designated working area and will not be placed under Parc Fermé.

At the end of each Hyperpole session, cars eligible for Hyperpole will be placed under Parc Fermé. Cars must go either inside their garage or to the scrutineering area if required to do so.

The end of the Parc Fermé regulations will be announced by Race Control.

Regarding operations on/related to cars:

- For cars taking part in the sessions, refuelling is forbidden during the sessions.
- Working on the cars (including refuelling and tyre change) is allowed on cars eligible for Hyperpole in between the qualifying and Hyperpole sessions of its category.
- Tyres must only be fitted when the car is on the working lane.
- Cars placed under Parc Fermé must not be lifted.
- For cars placed under Parc Fermé in their garages, and except for the exemption set out below, Competitors are only allowed to: check tyre pressure, tyre temperature and remove the data logger USB. The driver is allowed to exit the car.
- Under Parc Fermé, one mechanic per car may connect/disconnect an additional power supply to run internal cooling units or to place external cooling devices around the car to prevent damage. Any operation related to a safety procedure on a hybrid car is allowed.

## 10.2.5 End of the sessions and Parc Fermé

At the end of each of the first qualifying session:

Cars not eligible for Hyperpole will be placed under Parc Fermé. The cars must go inside their garage, except those which must proceed to scrutineering.

Cars eligible for Hyperpole are forbidden to go inside their garage, they must stay on their working area and will not be placed under Parc Fermé.

At the end of each of the Hyperpole session:

Cars eligible for Hyperpole will be placed under Parc Fermé. The cars must go inside their garage, except those which must proceed to scrutineering.

Only For the cars which are in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the Driver may exit the car. No other checks may be completed.

It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area.

One mechanic of each team may enter the Parc Fermé in order to connect or disconnect an additional power supply to run internal cooling units or to place external cooling devices around the car in order to prevent damage, as a proper cool-down must be carried out. It will also be authorised to proceed with any work that is inherent to a safety procedure on hybrid cars. In no case are further works or installations of any kind permitted.

Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.

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## ARTICLE 11.2 – STARTING PROCEDURES - Clarification

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### 11.2.1 General procedure

From the moment indicated during the briefing, Drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the last formation lap, will have to start from the pit lane and cannot join the race until the last car on track crosses Safety Car Line 2.

A car starting from the pit lane may be allowed by the Race Director to join **any of** the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s).

In this case, the car must stay at the back of the queue for the formation lap(s), and, **at the latest** at the end of the last formation lap, this car must enter the pit lane, **get drive** directly to the end of the pit lane without stopping in its working area and will be allowed to rejoin the track when pit exit will open.

Penalty for the cars starting from the pit lane: 1 minute added to the next pit stop, respecting Article **7.5.4 7.4.9**.

At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.



## 11.2.6 Car delayed on the formation lap

If a car is delayed during the formation lap(s) while leaving its starting position, the car may regain its position and if the car is unable to regain its position before crossing the Intermediate Line 2, during in the course of the first second formation lap, if the car is unable to regain its position, it must start the race from the back of the grid.

The car must drop back to the rear of the grid immediately by allowing all cars behind to pass it.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the first formation lap, must enter the pit lane and start from the end of the pit lane, when it is open. In this case, the car will have to respect Article 11.2.1.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.

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## ARTICLE 13.2.1 – DRIVING TIMES – Clarification

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### 13.2.1 Lap count

Driving time will be measured without taking pit stops into account:

First stint: Green start light – loop to pit lane entry

First stint for the cars starting from the pit lane: pit exit loop – pit lane entry loop

Following stints: loop from pit lane exit – loop to pit lane entry

Last stint: loop from pit lane exit – elapsed time of the race per car (individual passing on the control line once chequered flag is presented)

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## ARTICLE 14.4.5 – RED FLAG – Clarification

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### 14.4.5 Concerning all cars, at the resumption of the race

The race will be resumed behind the Safety Car.

When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.

~~After the Safety Car has completed one lap, At the resuming of the race,~~ after the last car on track has crossed Safety Car Line 2, the pit exit will open; after that, the procedure defined in Article 14.6 of these regulations will apply.

In this case, under exceptional circumstances, and at the sole discretion of the Race Director, pit entry may be opened.

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

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## ARTICLE 14.5.4 – FCY & SC – Clarification

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### 14.5.4 FCY and Safety Car

A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

In this case, the duration of the initial pit lane entry closure during the Safety Car procedure will be reduced of 1 lap if the period of FCY is equal or greater than one lap (Article 14.6.5).

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## ARTICLE 14.7 – VIRTUAL SAFETY CAR – New article

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## 14.7 Neutralising the race: Virtual Safety Car (VSC)

### 14.7.1 Placing the race under VSC

The Race Director may declare a Virtual Safety Car (VSC) period if he deems it necessary for safety reasons. Each VSC period will be systematically followed by a Safety Car procedure.

The Virtual Safety Car is a tool intended to secure interventions around the track in the event of an accident. It can be used for an approximate duration of 2 laps before deployment of the Safety Car (SC). It will be deployed immediately by the Race Director.

At the discretion of the Race Director, if the nature of the incident on track is incompatible with its deployment or when the cars are grouped together, the Safety Car may be deployed directly without prior deployment of the VSC.

Once "VIRTUAL SAFETY CAR" is displayed on the monitors, the cars must slow down to 80.00kph, in a single line, and maintain the distance that separates them from the car in front and the one behind.

Overtaking under VSC is strictly prohibited unless a car slows down due to an obvious problem.

When the VSC procedure is deployed, all marshal positions will display waving yellow flags and VSC signs for the duration of the procedure.

The marshal positions preceding the incident(s) will have double yellow flags waved. Drivers must therefore comply with the instructions of the Race Director or, where applicable, the track marshals in the area(s) concerned.

Any car driven in an unnecessarily slow, erratic manner or deemed potentially dangerous to other Drivers at any time when VSC is used, will be reported to the Stewards. This will apply whether the car is driven on the track, into the pit entrance or into the pit exit lane.

### 14.7.2 Access to the pit lane under VSC

Access to the pit lane will remain open for the duration of the VSC.

The pit lane exit will remain open.

~~Cars entering the pit lane may pass cars on the track once they have crossed Safety Car Line 1. Any car entering the pits may pass another car after it has crossed the first safety car line.~~

~~Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. Any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line.~~

In the pit entry and exit roads lanes, the maximum speed is also limited to 80.00kph.

### 14.7.3 End of the VSC

When the Race Director deems it appropriate, he will terminate the VSC procedure by deploying the SC procedure, described in article 14.6.

At this stage, all marshal posts replace the VSC panels with SC panels. The Safety Car will be deployed in front of the leading car of the race and the limit of 80.00kph will be lifted.

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## APPENDIX 6 – SAFETY RECOMMENDATIONS – Clarification

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### 1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times. The following must be taken into account:

- Air bottles must be firmly anchored.
- The use of tools that may cause sparks is prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.
- Installations on the signaling wall may not protrude into the pit lane or track, except to signal the Driver when passing. Signals may not flash.

- Cars equipped with a Hybrid energy recovery system must be in a safe position with red light off and green light on.
- Teams must follow the instructions of the officials regarding safety. Safety instructions are not subject to protest or appeal.
- It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine (ICE and any electrical motor providing torque to the axles) start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.
- During any engine fire up conducted inside the garage, all exhaust fumes must be extracted and redirected outside the garage and away from personnel. Fumes may not be directed towards the public when present.

## APPENDIX 7 – OPERATIONAL STAFF – Clarification

### 3. Non-operational staff (without seat)

The personnel listed below constitute exemptions to Article 2, but cannot benefit from a seated position with / or without a laptop in one of the technical spaces attributed to the Competitor:

- Hospitality, motor homes and catering personnel;
- Logistic coordination (staff travels);
- Sponsors, marketing, media and public relations personnel;
- Security personnel and truck Drivers, to the extent they have no role (e.g.: rim and tyre handling) during the Competition;
- Drivers and their medical staff;
- Tyre engineers assigned by the tyre manufacturer, limited to one person per car.

### 4. Non-operational staff (with seat)

The personnel listed below constitute exemptions to Article 2, but can benefit from a seated position with or without a laptop in one of the technical spaces attributed to the Competitor.

- Executives from the Competitor’s parent company or sponsor brand (e.g.: President, Team Principal, Chairman, Managing Director);
- One Radio technician and one “NTIC” technician maximum per Competitor who cannot bear any other function.
- One design/technical support personnel, to the extent that they are not involved in car operations. For Competitors entering an LMDh Hypercar, specificities apply (see Article 7). This last exemption does not apply to the LMGT3 category (see Article 7).
- Tyre engineers assigned by the tyre manufacturer, limited to one person per car.

### 5. Operational staff quantity

The operational staff allowed in the technical areas of the Competitor will be limited for each car entered, as such:

Type of car	Number of staff
Hypercar LMH	20
Hypercar LMH with ERS	22
Hypercar LMDh	21
LMGT3	16 <del>14</del>

\* 2 additional operation staff allocation will be allowed for the three first races of the season.

For the Competition of Spa-Francorchamps, 2 additional operational staff allocation will be allowed by Competitor to fit with the specificities of the circuit. Those two additional staff must be declared in the declaration list of each Competitor.

Hypercar Competitors entering only 1 car will benefit from 1 additional operational staff allocation.

Hypercar LMDh Competitors will also benefit from the support of common suppliers of the hybrid system duly declared in the lists mentioned in Article 6 of this Appendix.

This limitation concerns the access to the garages, trucks, offices and all the areas dedicated to the technical operations of the Competitor from the start of the Competition until the end of the race.

## 6. Staff declaration

Any person accredited by the Competitor (operational and non-operational) will have to be declared on the declaration list (that will be sent by the WEC Committee) and uploaded on ACO Tech available on ACO Tech (In Excel format, 1 per competitor, uploaded on ACO tech on the line of the car with the lowest race number) duly completed before the following deadlines the start of the administrative checks :

- Qatar 1812km: Wednesday February 14<sup>th</sup> 12h (CET)
- 6 Hours of Imola: Wednesday April 10<sup>th</sup> 12h (CET)
- TotalEnergies 6 Hours of Spa-Francorchamps: Wednesday May 1<sup>st</sup> 12h (CET)
- 6 Hours of Sao Paulo: Wednesday July 3<sup>rd</sup> 12h (CET)
- Lone Star Le Mans: Wednesday August 21<sup>st</sup> 12h (CET)
- 6 Hours of Fuji: Wednesday September 4<sup>th</sup> 12h (CET)
- 8 Hours of Bahrain: Wednesday October 23<sup>rd</sup> 12h (CET)

Any modification of the list between these deadlines and the start of the administrative checks must be exceptional and subject to ACO/FIA approval.

Declaration lists are available on ACO Tech and will have to be completed in accordance with the type of car entered (LMH with or without ERS, LMDh, LMGT3).

When an operational staff is shared between a Hypercar Competitor and/or a LMGT3 Competitor, the person must be declared on the list of each concerned competitor. can only be declared once on one of the concerned list.

## 7. Personnel declaration from suppliers

Personnel accredited by suppliers of the common LMDh hybrid system, as well as personnel accredited by LMDh chassis manufacturers must be declared on the declaration lists (that will be sent by the Committee) and uploaded on ACO Tech available on ACO Tech and sent to the FIA and ACO in Excel format, duly completed before the following deadlines the start of the administrative checks.

- Qatar 1812km: Wednesday February 14<sup>th</sup> 12h (CET)
- 6 Hours of Imola: Wednesday April 10<sup>th</sup> 12h (CET)
- TotalEnergies 6 Hours of Spa-Francorchamps: Wednesday May 1<sup>st</sup> 12h (CET)
- 6 Hours of Sao Paulo: Wednesday July 3<sup>rd</sup> 12h (CET)
- Lone Star Le Mans: Wednesday August 21<sup>st</sup> 12h (CET)
- 6 Hours of Fuji: Wednesday September 4<sup>th</sup> 12h (CET)
- 8 Hours of Bahrain: Wednesday October 23<sup>rd</sup> 12h (CET)

Any modification of the list between these deadlines and the start of the administrative checks must be exceptional and subject to ACO/FIA approval.

LMDh chassis manufacturers will have to classify their personnel according to 2 categories:

### 1. Non-operational without seat (see Article 3)

- Support staff assigned to other activities outside of specific Hypercar support (e.g. shock absorbers);
- Management.

### 2. Non-operational, with seat (see Article 4)

- LMDh design/technical support personnel within the limit of 5 people per chassis manufacturer (including LMDh spare parts management staff), who will wear a dedicated armband when present in the Competitor's technical areas.

In LMGT3, technical support staff must be included in the Competitor's declaration.

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## APPENDIX 9 – PRIVATE TESTING – Clarification

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### 1. GENERAL PRINCIPLES

1.1 These Testing Regulations are applicable from 1 January until 31 December of each calendar year. Championship-specific blackout periods may be added by the ACO/FIA and/or the IMSA as specified elsewhere in the respective regulations.

1.2 The car is considered to be the vehicle as homologated by each Manufacturer for participation in the FIA WEC Championship and/or the IMSA Championship.

1.3 For the purposes of these Testing Regulations, a team is defined by a car number entered in either the FIA WEC and/or the IMSA Championship. In the FIA WEC, a Competitor may oversee up to two (2) teams.

1.4 Excluding fundamental changes, if the car has minor deviations and/or parts variations from the homologated car, it shall not be considered to be a different car for the purposes of these Testing Regulations as determined solely by the ACO/FIA/IMSA. Such a determination shall be final and not subject to protest or appeal.

1.5 Any testing that will not be covered by the present regulations must be shared in writing with the ACO/FIA/IMSA at least 15 days prior the first running day.

1.6 Manufacturers and/or teams must not test and/or race the car as homologated by the Manufacturer in any other Championship except the FIA WEC and/or IMSA Championship.

1.7 The cost of any investigation by ACO/FIA and/or IMSA may be charged to the Manufacturer and/or team.

1.8 Once a car is homologated, testing is permitted only for Manufacturers and teams officially entered in either the FIA WEC and/or the IMSA Championship.

1.9 A Manufacturer or Team entered in either the FIA WEC and/or the IMSA Championship for a specific season year may undertake testing during the preceding calendar year, however such testing shall accrue to the entered season allocation.

1.10 The amount of permitted testing is limited through the allocation of tyre quantities, and the allocation of Test Days (further defined and described in Part B below).

1.11 Manufacturers and/or teams must not test on a circuit as follows: 14 days prior to the last day of on-track activity for that circuit in the IMSA Championship; and 30 days prior to the opening of the administrative checks for that circuit for the FIA WEC.

1.12 Participation in Competitions and Sanctioned Tests of the FIA WEC and/or IMSA Championship are not considered towards allocations described below.

1.13 Any testing must be declared and approved according to the conditions described below. The ACO/FIA and/or IMSA may impose any further conditions they deem necessary when approving a test.

1.14 The ACO/FIA is the binding authority for teams participating in the FIA WEC, and the IMSA is the binding authority for teams participating in the IMSA Championship. Where joint approval is required, a joint response will be sent.

1.15 All declared and approved testing will be made public by each Championship.

Any decision taken by the WEC Committee is not subject to appeal.

<http://fiawec.alkamelsystems.com/committe.php>

1.16 The relevant contact points for testing declarations and requests for approval are the WEC Committee for the FIA WEC: comite. wec@lemans.org and Paul Walter for the IMSA Championship: pwalter@imsa.com. Both email addresses must be placed in copy of any related communications.

1.17 The testing declaration must be done through the online form available in the following link: <https://team.fiawec.com/login> - by clicking on 2024 GTP & HYPERCAR TESTING REGISTRATION FORM.

## 2. PROVISIONS REGARDING THE USE OF TYRES

2.1 Tyres used for Testing must only be supplied by the designated tyre manufacturer, in compliance with these Regulations.

2.2 Unless stated otherwise in these Regulations, Testing must be carried out on tyres of the specifications declared for the corresponding Championship's Competitions.

Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use 2022 specification, with a maximum of 2 tyres sets (8 tyres) per day per team ; those tyres will be counted within the allocations defined in 2.3. ~~Those tyres will be counted towards the allocation defined in article 2.3.~~

Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use development tyres with a maximum of 3 sets (12 tyres) per year per team; those tyres will not be counted within the allocations defined in 2.3; those development tyres will be supplied free of charge to the concerned team.

2.3 Maximum daily and yearly numbers of usable dry-weather tyre allocations will be determined for Manufacturers and Teams, as well as a specific allocation for endurance Test Days.

The maximum number of dry-weather tyres that can be used for the tests defined above is defined as follows:

	1 year (sets)		1 day (sets)	1 endurance (sets)
	Manufacturer	Team		
Competitor	120 (30)	200 (50)	24 (6)	60 (15)

2.4 Within the allocations, Manufacturers shall be limited to two endurance test days, and teams shall be limited to one endurance test day per calendar year. **Endurance testing days are expressed in numbers of car/day: one (1) car on track equals one (1) day consumed.**

2.5 Endurance Test Day means a maximum 24 hours of continuous running. This 24-hour period is permitted to span over two (2) calendar days. In such instance, the two (2) calendar days must be declared and are counted as a single Endurance Test against the Endurance Test allocation.

2.6 The number of tyres specified for the allocations above shall be disseminated via Championship-specific Bulletins.

2.7 These tyres must not be sold or transferred in any way from any Manufacturer and/or team to another.

### 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