



## DECISION OF THE ENDURANCE COMMITTEE



To:  Teams  Manufacturers  
Decision N°: **13 - D0019 - LMP1**  
Date: 24/05/2013  
Re: Modification of decision 13-D0016-LMP1 (modification in red color)  
LMP1 cars: Adjustment of performances between different types of engine and hybridization

### Mission concerned

#### Article: 19

- 2013 FIA World Endurance Championship Sporting Regulations  
 2013 Technical Regulations for Prototypes - LMP1 & LMP2  
 2013 Technical Regulations for Le Mans Grand Touring Cars - LM GTE Pro & LM GTE Am  
 Internal Regulations of the FIA Endurance Commission

### Decision

Further to decision 13-0002-LMP1, according to article 19 of the LMP1 regulations, the adjustments between different types of engine and hybridization are as follow:

	Engine Restrictor	Engine boost pressure	Fuel tank capacity	Refuelling restrictor	Lest handicap
Hybrid petrol cars			<b>+3 l</b>	<b>26mm</b>	15 kg (*)
Hybrid diesel cars	45,1 mm			25mm	15 kg (*)
Non Hybrid petrol cars	Area +2%		<b>+8 l</b>	33mm	
Non Hybrid diesel cars	45,1 mm			25mm	15 kg (*)

(\*) The 15 kg of ballast (in addition to the minimum weight) can be constituted of several elements located in different places. However these locations must be the same during all the season and the ballast must be secured so that tools are required for its removal and so as to allow the fixing of seals by the scrutineers.

### Period of validity/application of the decision

This decision comes into effect:

- with immediate application  
 from:  
 from the following event :

And is applicable:

- until further notice  
 for the above-mentioned event(s) only

## Committee Members



Denis CHEVRIER



Vincent BEAUMESNIL

**Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 88 B of the WEC Sporting Regulations.**

This decision is available on the following websites:

- [www.fia.com](http://www.fia.com)
- <http://sport.lemans.org/login.php>