



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: 14-D0017-LMP1
Date: 20/05/2014
Re: Application of article 3.4 of LMP1 Technical Regulations: "Movable bodywork parts/elements are forbidden when the car is in motion."

Mission concerned

Article: 2.4.2

- 2014 FIA World Endurance Championship Sporting Regulations
- 2014 Technical Regulations for Prototypes LMP1**
- 2014 Technical Regulations for Prototypes LMP2
- 2014 Technical Regulations for Le Mans Grand Touring Cars - LM GTE Pro & LM GTE Am
- Internal Regulations of the FIA Endurance Commission

Decision

Clarification of the Endurance Committee to LMP1 Manufacturers

Application of article 3.4 of LMP1 Technical Regulations: "Movable bodywork parts/elements are forbidden when the car is in motion."

Since the beginning of the season we have had various questions from manufacturers regarding flexibility of wings and of the front part of the skid block.

· Regarding the front part skid-block, we have observed during scrutineering that each of your cars had some flexibility in order to prevent any damaging of the underside of cockpit in case of unwanted passage out of track or on kerbs.

Formally speaking this contravenes article 3.4 of the LMP1 regulations. However as it seems indispensable and used by all of you, we agree not to apply strictly this article for this specific part. In order to be fair to everybody, we will accept a flexibility in that point of: 10 mm under 500 daN. To be absolutely clear, we make it mandatory to have a stop effect and that this deflection cannot under no circumstances be more than 15 mm.

· Regarding the rear wings, we have forecast tests described in article 3.6.2c and 3.6.2e. We have not been able to perform such test on Low Down Force configurations, so we ask you to come in Le Mans (from scrutineering day of Test day till Monday after the race) with all the equipment to perform it. Moreover we remind you that article 3 :

The FIA reserves the right to introduce load/deflection tests on any part of the bodywork which appears to be (or is suspected of), moving whilst the car is in motion.

Among other criteria, the FIA will consider the linearity of the load/deflection curve over the elastic deformation area.

Any non-linearity must be only on the plastic deformation area.

applies **at any position** on the wing. This means, that should we have a doubt that the wing have the required flexibility at 50% of the chord as described in article 3.6.2c, but a significantly **higher one** at another position, we reserve the right to make a deflection test as per article 3 mentioned above.

Should you have any doubt on the compliance of your part, please refer to us.

To permit proper preparation of tests, please provide drawings of the load tests adapters in anticipation.

We trust this is clear and remain at your disposal should you have any further questions.

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://sport.lemans.org/login.php>