



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: 14-D0035-LMP1
Date: 03/10/2014
Re: Clarification about brake scoops & divers aero

Mission concerned

Article: 2.4.2

- 2014 FIA World Endurance Championship Sporting Regulations
 2015 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

Taking into account various multi recent exchanges about the clarification of brake scoops summarized in the Endurance Request 14-R0058-LMP1-TOYOTA and precision about report of application stipulated in the Endurance Decision 14-D0032-LMP.

Taking into account discussions during extended LMP1 TWG (held on 23rd September) about undercar bodywork elements.

Remembering the key principle of some freedom allowed to permit to optimize the front aerodynamic of the car (displacement rearwards of 400mm of leading edge of reference surface compared to previous regulations).

Considering with great care Safety aspect of exposed parts following technical inspections after circuit runs.

The following clarifications are felt necessary to be taken into account for 2015 season:

A/ Brake scoops (non suspended parts) are confirmed as mechanical components and are requested to comply with every mandatory requirement stipulated in Technical Regulations and basically Art 3.4:

As viewed from above (plan view), in side elevation, from the front and from the rear, the bodywork must not allow mechanical components to be seen, unless explicitly authorised by the present regulations

B/ Bodywork elements (suspended parts) , all installed under the car will be requested to comply with Art 3.5 generic requirement:

Rearward of the front axle centreline and except for the skid block (cf. Article 3.5.6), no entirely sprung part must protrude beyond the reference surface, the rear diffuser and the lateral parts (included the rounded sides)

and

Art 3.5.4:

In the area situated :

- forward of the front axle centreline,
 - over a minimum width of 1000 mm,
- Any sprung part of the car must be situated more than 50 mm above the reference surface.*

In the area situated :

- rearward of the front contour of the car,
- forward of the front axle centreline,
- up to the overall width of the car,

All parts of bodywork visible from the underside must be situated more than 10 mm above the reference surface

Period of validity/application of the decision

This decision comes into effect:

- with immediate application
- from: 2015
- 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>