



## DECISION OF THE ENDURANCE COMMITTEE



To:  Teams  Manufacturers  
Category:  LM P1  LM P2  LM GTE Pro  LM GTE Am  
Decision N°: **15-D0030-LMP1**  
Date: 29/07/2015  
Re: EoT

### Mission concerned

Article: **Appendix B**

- 2015 FIA World Endurance Championship Sporting Regulations  
 **2015 Technical Regulations for Prototypes LMP1**  
 **2016 Technical Regulations for Prototypes LMP1**  
 2015 Technical Regulations for Prototypes LMP2  
 2015 Technical Regulations for Le Mans Grand Touring Cars - LM GTE Pro & LM GTE Am  
 Internal Regulations of the FIA Endurance Commission

### Decision

In the conclusion of the post treatment of data collected during the 24 HEURES DU MANS and the technical checks conducted on sensitive parameters of the EoT process described in decision 13-D0031-LMP1-2014, please find on the pages below the updated basic Appendix B to be included in the 2016 LMP1 Technical Regulations (without reduction of 10MJ/lap scheduled in 2016 at this stage):

**Le Mans circuit (2016) Page 3/8**

The derived Appendix B for every circuit of the remaining events of the 2015 season before application of Art 17 of Sporting regulations

**Nürburgring circuit Page 4/8**  
**Austin circuit Page 5/8**  
**Mt Fuji circuit Page 6/8**  
**Shanghai circuit Page 7/8**  
**Bahrain circuit Page 8/8**

The derived Appendix B for every circuit of events of the 2016 season which will be scheduled before "Le Mans 24H" event will be communicated when calendar will be known.

### 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>

## ANNEXE B / APPENDIX B

### VALEURS D'ENERGIE ET DE PUISSANCE POUR LE CIRCUIT DU MANS VALUES OF ENERGIES AND POWER FOR LE MANS CIRCUIT

#### LE MANS

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<2	<4	<6	<8
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	157.2	146.3	141.7	137.2	134.9
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap	147.1	139.6	135.4	131.2	126.3
Max Diesel Flow	kg/h	87.2	82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l	53.7	53.7	53.7	53.7	53.7

### VALEURS D'ENERGIE ET DE PUISSANCE POUR LES CIRCUITS AUTRES QUE LE MANS VALUES OF ENERGIES AND POWER FOR CIRCUITS OTHER THAN LE MANS

The amount of releasable energy per lap will be limited in the proportion of length of circuit relative to the length of Le Mans circuit multiplied by factor 1.55.

The amount of fuel allocation per lap will be limited in the proportion of length of circuit relative to the length of Le Mans circuit multiplied by factor 1.11.

\* Calculated from estimated "Diesel privateers" BSFC calculated from Best in class Manufacturers Diesel BSFC data using same ratio than between Best in class Manufacturers Petrol and Best in class Privateers Petrol BSFC data

\*\* : subject to application of art 17 of Sporting Regulations

## ANNEXE B / APPENDIX B

### NÜRBURGRING

#### VALEURS D'ENERGIE ET DE PUISSANCE SPECIFIQUES

#### SPECIFIC VALUES OF ENERGIES AND POWER

**NÜRBURGRING CIRCUIT**      *length= 5.137 km*

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<1.17	<2.34	<3.51	<4.67
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	65.8	61.2	59.3	57.4	56.5
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap		58.4	56.6	54.9	52.8
Max Diesel Flow	kg/h		82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l		53.7	53.7	53.7	53.7

\*\* : subject to application of art 17 of Sporting Regulations

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### AUSTIN

#### VALEURS D'ENERGIE ET DE PUISSANCE SPECIFIQUES

#### SPECIFIC VALUES OF ENERGIES AND POWER

#### CIRCUIT OF THE AMERICAS

*length= 5.513 km*

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<1.25	<2.51	<3.76	<5.02
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	70.6	65.7	63.6	61.6	60.6
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap		62.7	60.8	58.9	56.7
Max Diesel Flow	kg/h		82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l		53.7	53.7	53.7	53.7

\*\* : subject to application of art 17 of Sporting Regulations

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### FUJI

#### VALEURS D'ENERGIE ET DE PUISSANCE SPECIFIQUES

#### SPECIFIC VALUES OF ENERGIES AND POWER

#### FUJI CIRCUIT

*length= 4.563 km*

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<1.04	<2.08	<3.11	<4.15
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	58.4	54.4	52.7	51.0	50.1
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap		51.9	50.3	48.7	46.9
Max Diesel Flow	kg/h		82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l		53.7	53.7	53.7	53.7

\*\* : subject to application of art 17 of Sporting Regulations

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### SHANGHAI

#### VALEURS D'ENERGIE ET DE PUISSANCE SPECIFIQUES

#### SPECIFIC VALUES OF ENERGIES AND POWER

#### SHANGHAI CIRCUIT

*length= 5.451 km*

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<1.24	<2.48	<3.72	<4.96
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	69.8	64.9	62.9	60.9	59.9
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap		62.0	60.1	58.2	56.0
Max Diesel Flow	kg/h		82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l		53.7	53.7	53.7	53.7

\*\* : subject to application of art 17 of Sporting Regulations

## ANNEXE B / APPENDIX B

### BAHRAIN

#### VALEURS D'ENERGIE ET DE PUISSANCE SPECIFIQUES

#### SPECIFIC VALUES OF ENERGIES AND POWER

#### BAHRAIN CIRCUIT

*length= 5.412 km*

		No ERS **	ERS OPTIONS			
Released Energy	MJ/Lap	0	<1.23	<2.46	<3.69	<4.92
Released Power	kW	0	Not limited	Not limited	Not limited	Not limited
Car Mass	kg	850	870	870	870	870
Petrol Energy	MJ/Lap	69.3	64.5	62.5	60.5	59.5
Max Petrol Flow	kg/h	101.4	94.3	91.4	88.5	87.0
Petrol capacity carried on-board	l	67.4	67.4	67.4	67.4	67.4
Fuel technology Factor Average	-	1.069*	1.069	1.069	1.069	1.069
Fuel technology Factor Pmax	-	1.066*	1.066	1.066	1.066	1.066
K Technology Factor	-	1	0.980	0.980	0.979	1
Diesel Energy	MJ/Lap		61.5	59.7	57.8	55.6
Max Diesel Flow	kg/h		82.0	79.5	77.0	74.1
Diesel capacity carried on-board	l		53.7	53.7	53.7	53.7

\*\* : subject to application of art 17 of Sporting Regulations