DECISION OF THE
ENDURANCE COMMITTEE

To:	☒ Teams	☒ Manufacturers		
Category:	☒ LM P1	☐ LM P2	☐ LM GTE Pro	☐ LM GTE Am
Decision N°:	**19-D0011_LMP1-EOT-Le Mans**			
Date:	05/06/2019			
Re:	EOT for the Le Mans Competition			

Mission concerned

Article: Appendix B

☒   *2018 Technical Regulations for LMP1 Prototype Hybrid*
☒   *2018 Technical Regulations for Non Hybrid LMP1 Prototype*

Article: 7.4.1

☒   *2018-2019 FIA World Endurance Championship Sporting Regulations*

Decision

In application of Article 7.4.1 of the Sporting Regulations and adaptation of the performance of LMP1, please find below the **Appendix B** :

ERS OPTIONS LE MANS		
-	-	<8

LE MANS

length=   **13,626 km**

		No ERS		ERS
		NA	**TC**	
Released Energy	MJ/Lap	0		<8
Released Power	kW	0		<300
Min Car Mass [(1)]	kg	816	833	888
Max Petrol Energy	MJ/Lap	unlimited	unlimited	124,9
Max Petrol Flow [(2)]	kg/h	115,0	115,0	80,0
Max Petrol per Stint [(3)]	kg	50,8	48,4	35,1
Max Fuel Rig Restrictor Diameter 'D'	mm	22,30	21,75	19,00

(1) Car Mass including the camera or dummy camera weigth.

(2) Absolute Maximum Petrol Flow. Actual Petrol Flow limit is function of engine speed according to registered engine datasheet.

(3) A stint will be considered from last pit-out with refuelling to next pit-in with refuelling, including laps prior to the start of the race (reconnaissance and formation laps) and after the race checkered flag up to Parc Fermé (cooling laps).

Period of validity/application of the decision

This decision comes into effect:

    ☒ **with immediate application**
    ☐ from:
    ☐ from the following Competition:

And is applicable:

    ☒ **until further notice**
    ☐ for the above-mentioned Competition(s) only

Committee Members

Gilles Simon   **Thierry Bouvet**

Any decision taken by the Endurance Committee is not subject to appeal

This decision is available on the following websites:

- http://www.fia.com/fia-endurance-committee
- http://sport.lemans.org/login.php