

# DECISION OF THE ENDURANCE COMMITTEE



| To: | ⊠ Teams |  |
|-----|---------|--|

Category: ☐ LM P1 ☐ LM P2 ☐ LM GTE Pro ☐ LM GTE Am

Decision N°: 16-D0034-LMP1 - Amended

**Date:** 31/08/2016

Re: 6 Hours of Mexico 2016 – EoT – Amended

#### Mission concerned

Article: Appendix B

2016 Technical Regulations for Prototypes LMP1

Article: Article 7.4.1

2016 Sporting Regulations

#### **Decision**

Following application of Article 7.4.1 of the Sporting Regulations and adaptation of the performance of LMP1, please find below the **Appendix B** for the 6 Hours of Mexico:

Amended: highlighted in yellow the modification of measurement

| ERS OPTIONS LE MANS |    |    |    |
|---------------------|----|----|----|
| <2                  | <4 | <6 | <8 |

## MEXICO | length= 4,304 km

|                                  |        | No ERS              | ERS OPTIONS         |                     |                     |                     |
|----------------------------------|--------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Released Energy                  | MJ/Lap | 0                   | <0.98               | <1.96               | <2.94               | <3.92               |
| Released Power                   | kW     | 0                   | unrestricted        | unrestricted        | unrestricted        | unrestricted        |
| Car Mass <sup>(2)</sup>          | kg     | 858                 | 878                 | 878                 | 878                 | 878                 |
| Petrol Energy                    | MJ/Lap | 71,6                | 47,8                | 46,2                | 44,6                | 43,8                |
| Max Petrol Flow                  | kg/h   | 110,0               | 87,9                | 85,0                | 82,0                | 80,6                |
| Petrol capacity carried on-board |        | 75.0 <sup>(1)</sup> | 62.5 <sup>(1)</sup> | 62.5 <sup>(1)</sup> | 62.5 <sup>(1)</sup> | 62.5 <sup>(1)</sup> |
| Fuel technology Factor Average   | -      | 1,064               | 1,064               | 1,064               | 1,064               | 1,064               |
| Fuel technology Factor Pmax      | -      | 1,069               | 1,069               | 1,069               | 1,069               | 1,069               |
| K Technology Factor              | -      | 1                   | 0,982               | 0,982               | 0,981               | 1                   |
| Diesel Energy                    | MJ/Lap | 1                   | 45,7                | 44,2                | 42,7                | 41,2                |
| Max Diesel Flow                  | kg/h   | -                   | 76,0                | 73,6                | 71,1                | 68,5                |
| Diesel capacity carried on-board | I      | -                   | 50.1 <sup>(1)</sup> | 50.1 <sup>(1)</sup> | 50.1 <sup>(1)</sup> | 50.1 <sup>(1)</sup> |

<sup>(1)</sup> This capacity includes a margin that must always be present in the car. It is 1.5l for Petrol and 2.0l for Diesel.

In addition: LMP1 (no ERS) diameter fuel restrictor: 28 mm

<sup>(2)</sup> Car Mass including the camera or dummy camera weigth.

| Period of valid  | ity/application of the decision                                      |
|------------------|--|
| This decision co | omes into effect:  |
| from:            | immediate application<br>:<br>ne following event : 6 Hours of Mexico |
| And is applicabl | e:   |
|                  | further notice<br>ne above-mentioned event(s) only                   |

### **Committee Members**

Jan A

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:

- http://www.fia.com/events/world-endurance-championship/season-2016/fia-endurance-committee
- http://sport.lemans.org/login.php