



# DECISION OF THE ENDURANCE COMMITTEE



To: ☒ Teams ☒ Manufacturers  
 Category: ☒ LM P1 ☐ LM P2 ☐ LM GTE Pro ☐ LM GTE Am  
 Decision N°: **17-D0034-LMP1**  
 Date: 12/07/2017  
 Re: 2017 – NURBURGRING – EoT - **AMENDED**

## Mission concerned

### Article: Appendix B

- ☒ 2017 Technical Regulations for LMP1 Prototype Hybrid  
☒ 2017 Technical Regulations for Non Hybrid LMP1 Prototype

### Article: Article 7.4.1

- ☒ 2017 FIA WEC 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 **Nürburgring** :

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

## NURBURGRING

**length= 5,148 km**

|                                          |        | No ERS | ERS OPTIONS |       |       |       |
|------------------------------------------|--------|--------|-------------|-------|-------|-------|
| Released Energy                          | MJ/Lap | 0      | <1.17       | <2.34 | <3.51 | <4.68 |
| Released Power                           | kW     | 0      | <300        | <300  | <300  | <300  |
| Minimum Car Mass <sup>(*)</sup>          | kg     | 833    | 878         | 878   | 878   | 878   |
| Petrol Energy                            | MJ/Lap | 85,7   | 57,1        | 55,2  | 53,3  | 52,4  |
| Maximum Petrol Flow                      | kg/h   | 115,0  | 87,4        | 84,5  | 81,6  | 80,2  |
| Maximum Petrol per Stint                 | kg     | 53,2   | 44,1        | 44,1  | 44,1  | 44,1  |
| Maximum Petrol Capacity Carried on-board | l      | 75,0   | 62,3        | 62,3  | 62,3  | 62,3  |
| Fuel technology Factor Average           | -      | 1,032  | 1,032       | 1,032 | 1,032 | 1,032 |
| Fuel technology Factor Pmax              | -      | 1,033  | 1,033       | 1,033 | 1,033 | 1,033 |
| K Technology Factor                      | -      | 1      | 0,983       | 0,982 | 0,982 | 1     |
| Diesel Energy                            | MJ/Lap | -      | 56,3        | 54,5  | 52,6  | 50,7  |
| Max Diesel Flow                          | kg/h   | -      | 78,6        | 76,1  | 73,5  | 70,9  |
| Maximum Diesel per Stint                 | kg     | -      | 39,6        | 39,6  | 39,6  | 39,6  |
| Maximum Diesel Capacity Carried on-board | l      | -      | 51,6        | 51,6  | 51,6  | 51,6  |

<sup>(\*)</sup> Car Mass including the camera or dummy camera weight.

### In addition :

LMP1 Hybrid fuel restrictor diameter : **22.45 mm**

LMP1 (no ERS) fuel restrictor diameter : **28 mm**

## Period of validity/application of the decision

This decision comes into effect:

- ☒ with immediate application
- ☐ from:
- ☐ for the following event :

And is applicable:

- ☐ until further notice
- ☒ for the above-mentioned event(s) only: **NURBURGRING**

## Committee Members



Denis CHEVRIER



Vincent BEAUMESNIL

**Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 4.11.2 b/ of the WEC Sporting Regulations.**

This decision is available on the following websites:

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