



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: 18-D0007-LMP1
Date: 27/03/2018
Re: Clarification on refueling

Mission concerned

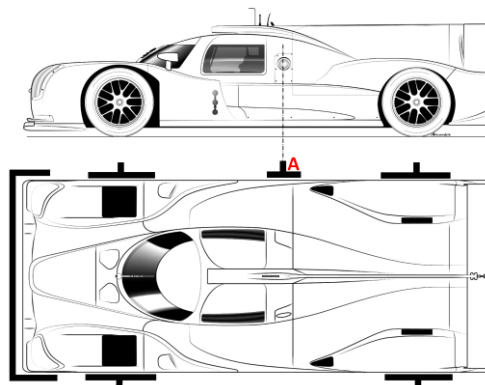
Article: Appendix A.....

- 2018 Technical Regulations for Prototypes LMP1 Hybrid
- 2018 Technical Regulations for Prototypes LMP1 Non-Hybrid

Decision

To deal with the possible pit lane declivity we feel necessary to clarify as follows:

For LMP1 only, a dedicated measurement for the height of the refuelling tower will be done relatively to the ground altitude at the vertical of the car fuel coupling connector (Point 'A' - as shown of the following drawing).



For practical reasons, the competitors shall prove FIA/ACO the difference in altitude between the described point 'A' above and the altitude of the ground at the vertical of the foremost (closest to fast-lane) point of the fuel rig (in the vertical plane, perpendicular to the pit lane line and passing through the centre of the tank).

This delta must be declared for each car (1 car = 1 delta) in the 'WEC ONLINE' declaration tool.

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



Gilles SIMON



Thierry BOUVET

Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 4.10.2 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>