

**TO:**  Teams  Manufacturers

**CATEGORY:**  LMP1  LMP2  LMGTE Pro  LMGTE Am

**DECISION N°:** WEC\_1920-D0027-All-Various Sporting clarifications\_Amended

**DATE:** 11/12/2019 **FROM:** The Endurance Committee

**SUBJECT:** Various sporting clarifications

## APPLICABLE REGULATION

2019-2020 FIA World Endurance Championship Sporting Regulations

## DECISION

Further to the meeting of the Endurance Sporting Working Group on 10 October 2019, some Articles of the 2019-2020 FIA World Endurance Championship Sporting Regulations have been either clarified or corrected.

Modifications to Articles 4.1.4 and 4.1.5 clarifies the FIA reference norm for mandatory personnel equipment as well as the required equipment for personnel on

Modifications to Articles 5.1 and 5.1.2 accommodate for the implementation of ACO Tech Online, which has been in use since the beginning of the season.

Other modifications reflect correction of typos.

**Modifications highlighted as such indicates changes from the amended version.**

### 4.1.4 Mandatory equipment for drivers

During practice, the warm-up and the race, the drivers must always wear clothes and helmets in conformity with the safety standards established by the FIA for international Competitions on circuits, as well as a frontal head restraint device homologated by the FIA, in the conditions defined by Appendix L to the Code.

The wearing of helmets homologated to the FIA standard 8860 – Advanced Helmet Test Specification (Technical List n°33 and n°69) is mandatory and they must be full-face helmets.

A location dedicated for the equipment approval sticker (30 mm x 30 mm) must be available as shown in the diagram below.

### 4.1.5 Mandatory equipment for personnel in the pit lane

See Appendix 5: mandatory declaration form

Minimum safety clothing for Competitors' personnel in the pit lane (the limit is the line in front of the pit shutter) during all practice sessions and the race:

The refueller, vent, extinguisher, and cut off valve attendants must wear the following FIA homologated gear:

- FIA **8856** homologated fireproof overalls
- FIA **8856** homologated fireproof gloves
- FIA **8856** homologated fireproof balaclava
- FIA **8856** homologated fireproof long underwear (shirt, trousers and socks)
- FIA **8856** homologated fireproof shoes
- FIA homologated **(as listed in FIA Technical List 25)** full face helmets of a uniform colour without decoration, with closed full visors (the visor may be opened before the car enters the pit lane)

**Personnel allowed on the pit wall (see Article: 12.3.1):**

- FIA **8856** homologated fireproof overalls

Any other operator:

- FIA **8856** homologated fireproof overalls
- FIA **8856** homologated fireproof gloves
- FIA **8856** homologated fireproof balaclava that protects the whole face
- fireproof goggles
- FIA **8856** homologated fireproof long underwear (shirt, trousers and socks)
- FIA **8856** homologated fireproof shoes
- Helmet

Except for refuelling operations and on pain of penalty: in exceptional circumstances a mechanic may remove the FIA homologated fireproof gloves if absolutely necessary.

#### 4.2.4 Installation of radio and telemetry connections\*

Radio and telemetry connections between the pits and the cars are authorised, provided that the antennae are situated on the roof of the truck parked at the rear of the garage in the paddock, for races taking place in Europe, unless there is an exceptional configuration determined by the Organiser.

#### 4.2.5 Installation of telemetry relay antennae\*

Telemetry relay antennae installed by Competitors after approval by the organiser are allowed for the LMP1 manufacturers only on the following competitions: Spa, Le Mans, Sebring.

~~The materials used must be in conformity with the prescriptions of the local Telecommunications Administration (frequencies, broadcasting power, etc.) and will be installed only after the necessary authorisations have been obtained from that Administration. A copy of these authorisations is required by the organiser before the installation of the antennae.~~

**\* The materials used must be in conformity with the prescriptions of the local Telecommunications Administration (frequencies, broadcasting power, etc.) and will be installed only after the necessary authorisations have been obtained from that Administration. A copy of these authorisations is required by the organiser or its appointed supplier before the installation of the antennae.**

*Any infringement of Articles 4.2.4 and 4.2.5 will result in the dismantling of the installations at the Competitor's expense and the temporary banning of any radio connection, with the exception of the Race Control radio.*

#### 5.1 Administrative checks and scrutineering

**Competitors must declare all required information on the ACO Tech Online platform in an accurate and timely manner and keep it updated it throughout a Competition, as well as if required and following the instructions of the Technical Delegates, their assistants and Scrutineers.**

## 5.1.2 Scrutineering

A maximum of six people of a team are authorised per car during scrutineering. Pre-race scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety.

~~Pre-race scrutineering only allows a car to take part in the Competition. This allowance is certified by a dedicated sticker (see Article 7.1.8).~~

**No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker (see article 7.1.8).**

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering ~~presumes nothing of~~ **does not imply** its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns *a minima*:

- Documents, such as (non-exhaustive): the equipment declaration **online forms** (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.
- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated. For easier identification and for the unity of the crews, the drivers of one and the same car are obliged to wear identical overalls.

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## 6.3.4 For cars in the LMGTE category

An equivalence system named "Balance of Performance" (BoP) applies to cars entered in the LMGTE category. The aim of BoP is to allow Grand Touring cars of different engineering designs to compete in the same category.

The Endurance Committee will make adjustments to the BoP as provided for in the Technical Regulations in force for cars in the LMGTE category.

## 6.3.5 For the LMGTE Am category only

Success ballast will be imposed for LMGTE Am cars entered in the Championship (see Article 3.1.1). It will be in effect at all Competitions, except for the 24 Hours of Le Mans.

The ballast calculation system uses the results of previous races (if any have been held) and championship positions, provided that all cars start any given season with a ballast of 0 kilogrammes.

It is computed as follows:  $A+B+C$  = success ballast per car (in kilogrammes), with:

- A being determined by the result of the previous Competition (Race -1):
  - 1<sup>st</sup>: +15 kg
  - 2<sup>nd</sup>: +10 kg
  - 3<sup>rd</sup>: +5 kg
  - Not entered: +15 kg
- B being determined by results of the Competition preceding the previous Competition (Race -2)

- 1<sup>st</sup>: +15 kg
  - 2<sup>nd</sup>: +10 kg
  - 3<sup>rd</sup>: +5 kg
  - Not entered: +15 kg
- C being determined by the current championship standings
- 1<sup>st</sup>: +15 kg
  - 2<sup>nd</sup>: +10 kg
  - 3<sup>rd</sup>: +5 kg

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#### 6.4.4 **Other** mandatory systems and equipment

**Other** mandatory systems and equipment provided for in the regulations applicable to the Championship (Technical List 46 – Sporting & Technical Regulations):

- These systems and equipment must be used by all Competitors entered in the Championship, in all the Competitions featuring on the calendar of the said Championship.
- These systems and equipment must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

It is the responsibility of each Competitor to obtain the systems or equipment from the Championship Promoter, to install them and to make them work correctly

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#### 10.1.2 Drivers' obligations

Drivers coming under Article 3.5.1 (last paragraph) must:

- Take part in free practice **and- or** qualifying practice, on pain of disqualification;
- Set the minimum qualifying time as defined in Article 10.2.1;
- Cover at least five laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- During practice, pit and track discipline and all safety measures will be the same as during the race.
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- If one or more drivers in a crew have been granted dispensation to allow them to set the qualifying time, their car will be placed at the back of the grid.

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#### 12.3.3 Operations and people allowed during a pit stop

Each person must have one of the following functions and cannot perform the functions of 2 persons unless permitted by these regulations.

a) At all times during a pit stop, the following personnel must be present:

Allowed personnel	Function	Further requirements
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1 car controller	<ul style="list-style-type: none"> <li>- Ensures the safety of the pit stop; ;</li> <li>- Displays a board with the relevant car number;</li> <li>- Oversees the safe stopping and release* of the car;</li> <li>- No other functions allowed.</li> </ul>	<ul style="list-style-type: none"> <li>- Cannot be positioned in line with the longitudinal axis of the car;</li> <li>- Allowed in the working area before the car arrives and stops in front of its garage and until the car leaves the area.</li> </ul>
1 fire extinguisher attendant	<ul style="list-style-type: none"> <li>- Holds a fire extinguisher;</li> <li>- No other functions allowed.</li> </ul>	<ul style="list-style-type: none"> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>

\* At the end of the pit stop, the car controller must be located close to the car on the fast lane side in order to instruct the driver of the precise moment in which to turn on the engine and the moment in which it is safe to leave the working area.

b) During refuelling, only the following personnel are allowed in the working area:

Allowed personnel	Function	Further requirements
1 car controller	<ul style="list-style-type: none"> <li>- Identical to 10.8.4 12.3.3 a)</li> </ul>	Identical to 10.8.4 12.3.3 a), is the same person.
1 fire extinguisher attendant	<ul style="list-style-type: none"> <li>- Identical to 10.8.4 12.3.3 a)</li> </ul>	Identical to 10.8.4 12.3.3 a), is the same person.
1 refueller	<ul style="list-style-type: none"> <li>- Connect the refuelling hose to the car;</li> <li>- No other functions allowed.</li> </ul>	Allowed in the working area only after the car has stopped in front of its garage.
1 cut-off valve attendant	<ul style="list-style-type: none"> <li>- Operates the cut-off valve;</li> <li>- Mandatory when the refuelling hose is connected to the car.</li> </ul>	<ul style="list-style-type: none"> <li>- Is not physically in the working area as he operates the valve;</li> </ul>
1 driver attendant	<ul style="list-style-type: none"> <li>- No tools allowed;</li> <li>- Helps the exiting and entering drivers;</li> <li>- Any other authorised in-cockpit operation;</li> <li>- No other operations allowed.</li> </ul>	<ul style="list-style-type: none"> <li>- The exiting driver may be the driver attendant as per 10.8.12 a); 12.3.7</li> <li>- Only one person can assume the role of driver attendant during the entirety of any given pit stop;</li> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>
4 mechanics	<ul style="list-style-type: none"> <li>- Allowed to ground the car</li> <li>- No tools allowed, can only use a cloth and a container filled with an appropriate cleaning liquid. Sprays allowed;</li> <li>- Only allowed: cleaning operations (including tear-off removal);</li> <li>- Not allowed to alter the car's bodywork or to unfasten it;</li> <li>- Changes the data card(s);</li> </ul>	<ul style="list-style-type: none"> <li>- Each mechanic must wear 1 of the 4 green armbands supplied for the season, per car entered, by the Promoter to the Competitor;</li> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>

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

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	- Changes the drink bottles.	
2 technicians	<ul style="list-style-type: none"> <li>- For the brakes;</li> <li>- For the tyres;</li> <li>- Tyre temperature and tyre pressure management (air may not be added);</li> <li>- No other operations allowed.</li> </ul>	<ul style="list-style-type: none"> <li>- Each technician must wear 1 of the 2 blue armbands supplied for the season, per car entered, by the Promoter to the Competitor;</li> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>

c) After the end of refuelling, are only allowed in the working area, and before the car is released:

Allowed personnel	Function	Further requirements
1 car controller	- Identical to 40.8.4 12.3.3 a)	Identical to 40.8.4 12.3.3 a), is the same person.
1 fire extinguisher attendant	- Identical to 40.8.4 12.3.3 a)	Identical to 40.8.4 12.3.3 a), is the same person.
1 driver attendant	- Identical to 40.8.4 12.3.3 b)	Identical to 40.8.4 12.3.3 b), is the same person.
4 mechanics	- Any intervention on the car.	<ul style="list-style-type: none"> <li>- Each mechanic must wear 1 of the 4 green armbands supplied for the season, per car entered, by the Promoter to the Competitor;</li> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>
2 technicians	<ul style="list-style-type: none"> <li>- For the brakes;</li> <li>- For the tyres;</li> <li>- Tyre temperature and tyre pressure management (air may not be added);</li> <li>- No other operation allowed.</li> </ul>	<ul style="list-style-type: none"> <li>- Each technician must wear 1 of the 2 blue armbands supplied for the season, per car entered, by the Promoter to the Competitor;</li> <li>- Allowed in the working area only after the car has stopped in front of its garage.</li> </ul>

## d) Penalties

Penalty for an infringement during the free practice and qualifying session: the penalty is at the Stewards' discretion.

Penalty for infringement during the race: minimum penalty is a drive through, at the Stewards' discretion

## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application  
 from:

And is applicable:

- until further notice  
 for the mentioned Competition(s) only:

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