

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMGT3  LMP2

**DECISION N°:** WEC\_2024\_D20\_LMP2\_Technical\_update\_LEMANS\_Amended

**DATE:** 22/05/2024 **FROM:** The WEC Committee

**SUBJECT:** Technical information for the LMP2 category for the 24 Hours of Le Mans

### APPLICABLE REGULATION

**Article 6.2.3**  2024 24 Hours of Le Mans Supplementary Regulations

### DECISION

*In accordance with Article 6.2.3 of the 24 Hours of Le Mans Supplementary Regulations, in order to achieve performance stratification and speed profiles between Hypercar and LMP2, the following will apply for LMP2 in 2024:*

- Engine air inlet restrictor of 35 mm with max 8000 rpm (1st to 5th) and 8500 rpm (6th).  
For further details, please refer to "GIBSON – LMP2 Engine Manual".  
Contact Gibson for configuration update.
- Gearbox Set 3.
- Bodywork configuration as described in Oreca Evo 29:
  - LE MANS bodywork kit to be used at all tracks at all times
  - Removal of front dive planes
  - Diffuser strakes shorten by 50 mm modified/produced by chassis constructor
  - Addition of 10 mm gurney on rear flap to compensate aerodynamic balance
- Maximum onboard fuel volume to 75 liters
- Minimum car weight to 950kg

*The calculation and application of LMP2 refuelling times for the Le Mans competition are detailed below.*

1- The maximum onboard fuel volume is established by the WEC Committee.

2- During the race, the refuelling time (for all refuelling pitstops) must be more than:

$T_{\text{refuelling time (s)}} > (N \text{ number of laps completed since the last refuelling (-)} \times K \text{ coefficient of second per lap completed (s)})$

In LMP2,  $K = 4.0 \text{ s}$  and therefore after 10 laps the minimum refuelling time will be 40 s.

For the first stint, the calculation will count from last refuelling prior to the lap to the grid before the start of the race. All cars must have sufficient fuel to drive to parc fermé and undertake a fuel sample if required.

3- During the race, the minimum refuelling time after an emergency stop must be:

$$T_{\text{refuelling time (s)}} > [ ( N_{\text{number of laps since last refuelling under green (-)}} \times K_{\text{coefficient of second per lap completed (s)}} ) - T_{\text{Art.14.5.2}} ]$$

As example, T2 for LMP2 should be:  $T2 > [ (10 + 2) \times 4.0 - 4.8 ]$

RUN (n-1)	PITSTOP (n-1)	RUN (n)	PITSTOP (n)
	under Art.14.5.2	Full Course Yellow	mandatory pitstop
10 laps	T1 = 4.8 s	2 laps	T2

4- During the race, if refuelling time is less than the above defined minimum refuelling time by an amount of  $T_{\text{short}}$ , the Competitor must extend (at his initiative) the next refuelling time by:

$$P_{\text{time self-penalty (s)}} = ( T_{\text{short (s)}} \times 4_{\text{penalty coefficient}} ) + 5$$

If the last refuelling time of the race is less than the above defined minimum refuelling time by an amount of  $T_{\text{short}}$ , a time penalty of

$$P_{\text{time penalty (s)}} = ( T_{\text{short (s)}} \times 4_{\text{penalty coefficient}} ) + 5 \text{ will be applied to the classification of the race.}$$

5- By delegation of the Panel of Stewards (but without prejudice of the Technical Delegates' right to resort to it) any breach of the above rule will result in an added pit lane time penalty of :

$$P_{\text{time penalty (s)}} = ( T_{\text{short (s)}} \times 4_{\text{penalty coefficient}} ) + 15$$

6- Refuelling times will only be monitored using the fuel coupling sensor signal.

It is the Competitor's responsibility to ensure that the sensor's signal is correct. Any failure to do so will result in an immediate obligation to fix the problem. Any power cycle done during refuelling will result in a not compliant refuelling time.

It is mandatory to use the 2024 Le Mans 24Hr Oreca07 LMP2 ECU Base Dataset: V1289WEC\_G505Or030\_XXXX.cds with the following parameters:

Vehicle Speed Limit Speed Threshold (SZ/FCY Speed)	78.5 kph																						
<table border="1"> <tr> <td colspan="2">Goal Slip Gear Multiplier</td> </tr> <tr> <td>REVERSE</td> <td>1</td> </tr> <tr> <td>NEUTRAL</td> <td>1</td> </tr> <tr> <td>FIRST</td> <td>1</td> </tr> <tr> <td>SECOND</td> <td>1</td> </tr> <tr> <td>THIRD</td> <td>1</td> </tr> <tr> <td>FOURTH</td> <td>1</td> </tr> <tr> <td>FIFTH</td> <td>1</td> </tr> <tr> <td>SIXTH</td> <td>1</td> </tr> <tr> <td>SEVENTH</td> <td>1</td> </tr> <tr> <td>EIGHTH</td> <td>1</td> </tr> </table>		Goal Slip Gear Multiplier		REVERSE	1	NEUTRAL	1	FIRST	1	SECOND	1	THIRD	1	FOURTH	1	FIFTH	1	SIXTH	1	SEVENTH	1	EIGHTH	1
Goal Slip Gear Multiplier																							
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FOURTH	1																						
FIFTH	1																						
SIXTH	1																						
SEVENTH	1																						
EIGHTH	1																						
Front Wheels Outside Diameter A	677 mm																						
Front Wheels Outside Diameter B	677 mm																						
Front Wheels Outside Diameter C	677 mm																						
Rear Left Wheels Outside Diameter A	699 mm																						
Rear Left Wheels Outside Diameter B	699 mm																						
Rear Right Wheels Outside Diameter A	699 mm																						
Rear Right Wheels Outside Diameter B	699 mm																						
Rear Right Wheels Outside Diameter C	699 mm																						
Vehicle Wheel Speed Select (All ratios)	MAX_FRONT_SPEED																						
Dynamic Teeth to Average Enable	DISABLED																						

As a general rule, any and all traction control related parameters must remain unchanged

### 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 event(s) only: 24 Hours of Le Mans