

**TO:** ☒ Teams ☒ Manufacturers

**CATEGORY:** ☐ Hypercar ☐ LMGT3 ☒ LMP2

**DECISION N°:** WEC\_2025\_D25\_LMP2\_Technical\_update\_LEMANS\_Amended

**DATE:** 13/06/2025 **FROM:** The WEC Committee

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

#### APPLICABLE REGULATION

☒ 2025 24 Hours of Le Mans Supplementary Regulations

☒ 2025 FIA WEC – 2025 Technical Regulations for LMP2 Prototype Homologated in 2017

#### DECISION

#### ARTICLE 6.2.3 – TECHNICAL - Information

*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:*

- 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 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.

## REFUELLING EQUIVALENCE – Definition

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

### 1- Maximum onboard fuel volume

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

### 2- Refuelling Coupling Proximity Sensor

Refuelling times will be monitored using the signal of the refuelling coupling sensor mandated in Art. 6.4.4 of the 2025 Technical Regulations for LMP2 Prototype Homologated in 2017. Appendix 4, Nr. 9 of the 2025 24 Hours of Le Mans Supplementary Regulations applies.

### 3- Pitstops during the race

The refuelling time for all pitstops during the race (except for emergency pitstops as described in Art. 12.2.1, 1), Art. 14.4.4, 1) and Art. 14.5.2, 1) of the 2025 24 Hours of Le Mans Supplementary Regulations) must be calculated as follows:

$$TP \geq N \times K$$

TP [s]	=	Refuelling time for a standard pitstop in seconds (up to a maximum time of 60 s)
N [-]	=	Number of laps completed since the last refuelling, excl. emergency pitstops **
K [s]	=	Coefficient of Seconds per lap completed, <b>fixed at 4.0s</b>

\*\* For the first stint, N will comprise of all laps a car drives on track from the last refuelling procedure before the race until its first pitstop during the race, including the lap to the starting grid and the formation lap(s).

For mandatory pitstops following an emergency pitstop, "N" must be calculated with the number of laps completed from the last regular refuelling pitstop in the race until the emergency stop. The laps following the emergency pitstop until the mandatory stop shall not be included.

### 4- Refuelling Time Penalties

- a. If the refuelling time is less than the defined minimum in Art. 3., the Competitor (at his own initiative) must extend the refuelling time at his next pitstop according to Art. 3. with the value  $T_{TP}$ , calculated as follows:

$$T_{TP} \geq (T_p - T_s) \times K + 5$$

$T_{TP}$ [s]	=	Refuelling time penalty, added to the next pit stop in seconds **
$T_p$ [s]	=	Refuelling time for the pitstop in seconds (as calculated in Art. 3)
$T_s$ [s]	=	Actual refuelling time in seconds
K [s]	=	Coefficient of Seconds per lap completed, <b>fixed at 4.0s</b>

\*\* If the last refuelling time of the race is less than the defined minimum in Art. 3., it will be reported to the stewards and a time penalty equal or greater than  $T_{TP}$  will be applied to the classification of the race.

Following any breach of the provisions of this article, the competitor will be reported to the stewards.

- b. If the refuelling time cannot be determined without any doubt, i.e. but not limited to, a failure of the refuelling coupling sensor or a general power loss ("Power Cycle") on the car, it will be reported to the stewards.
- c. Any time penalty that was not served during the race, will be added to the final classification of the race.

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

<http://fiawec.alkamelsystems.com/committe.php>

## LMP2 FCY & SLOW ZONE SPEEDS MONITORING

It is mandatory to use the 2025 Le Mans 24Hr Oreca07 LMP2 ECU Base Dataset: **V1304WEC\_G511Or030\_XXXX.cds** **V1304WEC\_G1001Or030\_XXXX.cds** with the following parameters:

Goal Slip Gear Multiplier		
REVERSE		1
NEUTRAL		1
FIRST		1
SECOND		1
THIRD		1
FOURTH		1
FIFTH		1
SIXTH		1
SEVENTH		1
EIGHTH		1
Front Wheels Outside Diameter A		
	677685	mm
Front Wheels Outside Diameter B		
	677685	mm
Front Wheels Outside Diameter C		
	677685	mm
Rear Left Wheels Outside Diameter A		
	699707	mm
Rear Left Wheels Outside Diameter B		
	699707	mm
Rear Left Wheels Outside Diameter C		
	699707	mm
Rear Right Wheels Outside Diameter A		
	699707	mm
Rear Right Wheels Outside Diameter B		
	699707	mm
Rear Right Wheels Outside Diameter C		
	699707	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.

Clarification of Art.10.3.2 of 2025 Technical Regulations for LMP2 Prototype Homologated in 2017:

The strategy for the speed limitation described therein must be activated during Slow Zones and Full Course Yellow using the steering wheel FCY button. In addition to the beforementioned conditions, this also applies when the track is under a Red Flag declared by Race Control unless a driver is explicitly notified otherwise.

No other strategy may be applied to achieve the speed limitation.

## COSWORTH / GIBSON 2025 LMP2 MANDATORY SCRUTINEERING TABLE

The instructions in the document “ELMS 2025 Scrutineering Update bulletin.pdf” must be respected.  
The corresponding table “LMP2 2025 Gibson Scrutineering Table.tif” must be implemented.

These two documents are available in the last electronic package folder V1.3, sent with ELMS team information N°31.

## POTENTIOMETER OUTPUT VOLTAGES FOR GEAR POSITION

The output voltage in the following table regarding gearshift potentiometer must be respected:  
(the output voltage refers to the channel “*In Gear Voltages*” in PI Caltool dataset).

XTRAC Specification								
Gear Position	R	N	1	2	3	4	5	6
Voltage (mV)	268	825	1381	1932	2499	3045	3597	4148
Margin -	198	755	1311	1862	2429	2975	3527	4078
Margin +	338	895	1451	2002	2569	3115	3667	4218

## GEAR COMPRESSOR PRESSURE

The Mega-Line AGS compressor pressure must not exceed 6.2 bar +/- 0.5 bar. This maximum value will be control on channel “*GB\_Reserve\_Press*”.

## TYRE PRESSURE MONITORING SYSTEM

All cars must use a Tyre Pressure Monitoring System (TPMS):

- All wheels must be equipped with TPMS sensors.
- TPMS data communication must be configured on the homologated electronic system in accordance with the championship-specific electronic requirements.
- TPMS must transmit pressure data when the car is in motion.
- Data must be accurate to the satisfaction of ACO/FIA.

## ARTICLE 6.4 – LIGHTS- CLARIFICATION

### 6.4.4 Display panel

The display panel system must be operational at all times during the Competition, according to the characteristics provided by the ACO/FIA.

The LMP2 car category must run the homologated leader light system which must be operational at all times during the Competition.

## BRAKE BLANKING

To adjust the front and rear brake cooling, it is allowed to blank partially or totally the brake cooling duct(s) inlet(s) only with adhesive tape.

### 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**