

To: Hypercar LMGT3

Decision: WEC_2026_D01_Hypercar_Technical_Information_Amended

Date: 25/03/2026

Subject: Technical information for the Hypercar category

APPLICABLE REGULATION(S)

- 2026 Le Mans Hypercar Technical Regulations
- 2026 LMDh Technical Regulations
- 2026 FIA World Endurance Championship Sporting Regulations

DECISION

FRONT AND REAR WHEEL ARCH COATINGS

The use of low-friction coverings (PTFE or similar) is permitted within the front and rear wheel arches only. It is not permitted to apply such coverings on the leading edges of the bodywork or to cover bodywork split lines.

Wheel arch definition: arched bodywork surface surrounding and adjacent to the front or rear wheels.

For the avoidance of doubt pictures of the installation must be integrated into the relevant homologation document.

BODYWORK PROTECTIVE TAPE

To minimise damage to ~~expensive~~ bodywork components while the car is on track, Competitors are permitted to apply protective coverings (such as Heli-tape) to exposed areas of the car.

Given that each car is different, it is not possible to define an exhaustive list of permitted locations for such coverings.

Therefore, Competitors are required to submit for approval and inclusion in the appropriate homologation document, images clearly showing the location of any protective coverings.

The type of material used, and its thickness must also be specified.

Any car of a Competitor found fitted with undeclared protective coverings may be required to have them removed and the Competitor may be reported to the Stewards.

TAPE ON BODYWORK

The list of permitted general bodywork taping (excluding 'low friction coverings' and 'bodywork protective tape') is set out in the table below:

Area	Teams can use tape in WEC race events	Notes
Cockpit cooling	Taping from outside, only when wet tires fitted.	Only designated cockpit cooling ducts can be blanked - as per WT configuration.
Brake coolings	As homologated	Front and Rear Brake Blanking is fixed to the homologated min and max values throughout the ADD range. Intermediate values between min-max are permitted.
Engine intake within 'snorkel'	N	
Other coolings	N	All other cooling to remain fully open as homologated. Performance-critical.
Door seals	N	Safety-critical
Door handles	N	Safety-critical
Tow hooks	N	Safety-critical
Fuel filler lid	N	Safety-critical
Wiper	N	Safety-critical
Handles, latches, lifting bar holes	N	Safety-critical
Other bodywork splits required for safety access	N	Safety-critical
Air jack holes	N	Safety-critical
Battery drain hole	N	Safety-critical
Splitter and RW assembly jig mounting holes	Optional	
RW - holes and splits to pillars and endplates	Optional	
Gap btw. engine cover Fin and RW pillars	Optional	
ADD adj. mechanisms or fixings	Optional	
Headlights, rear lights	Optional	
Interfaces btw. heat exchangers and their ducts	Optional	
Skid block edges, fixings and splits	Optional	
All floor and diffuser split lines	Optional	
Any component attached to the wishbones (cables, etc.)	Optional	
Mounting faces of strakes, tuning vanes etc	Optional	
All other to body splits in general	Optional	Only where safety not an issue, at FIA/ACO's discretion
Driveshaft chassis, brake duct or bodywork through holes	N/A	
Pressure tappings	N/A	Teams should not be running p-tapped floors
Wind tunnel modifications	N/A	

LEASING OF ADR

For each race car 1 ADR, for use during the WEC season and 24 hours Le Mans, will be supplied automatically at the beginning of the season, as such it is not necessary for teams to place orders for these units.

The cost of the lease of said units is included in the advanced technical costs payment.

One extra unit for test cars may be requested but these will require an order form to be completed and sent to ADR@lemans.org (please see WEC electronics pack for order form).

REFUELING EQUIVALANCE

1. During the Race, the maximum cumulative deployed energy per stint (PPUEnergyStint) must be lower than the value described in the BoP table. The oversight will be based on the principle of a virtual energy tank store represented as PPUEnergyTank in the strategy.
2. The energy consumption will be calculated from the integral of the driveshaft torque sensors.
3. That energy will be accounted for from pit-out to pit-in. For the first stint, the energy will count from the start/finish line at the start of the race (PPUEnergyTank = PPUEnergyStint).
4. For the last stint, the energy calculation will stop at the finish line when the chequered flag is shown.
5. If PPUEnergyTank drops below 0, a penalty will need to be taken in accordance with the Infringement Table in Appendix 4 of the Sporting Regulations and the deficit of PPUEnergyTank must be compensated at the next pitstop at the rate defined by PPUEnergyFlow.
6. When the refuelling hose is connected PPUEnergyTank will increase at the rate defined by PPUEnergyFlow in MJ/s which corresponds to PPUEnergyStint/40s.
7. At each refuelling connection the car must be connected by an 'additional docking time' before triggering the PPUEnergyTank refill. This is to compensate for differences between car technologies. This 'additional docking time' will not count for the PPUEnergyTank calculation and will be defined in the BoP.
8. 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 carried out during refuelling will result in a non-compliant refuelling time.

BODYWORK DEFLECTION TEST

Competitors must ensure, for scrutineering purposes, all tools required to carry out the deflection tests are available at the track all the times.

These tools should have been previously tested and fitted to ensure they are fully operational:

DEFLECTION TEST	Art. LMH	Art. LMDh	TOOLS REQUIRED
Splitter	3.8.2	3.10.2	8 x M5 eye (see image below)
Front skid block	3.8.5	3.10.8	-
Rear skid block	3.8.6	3.10.9	-
Bodywork gurney	3.8.3	3.10.3	Adapter (15mm)
Rear mainplane	-	-	Adapter (50mm)
Rear flap	-	-	Adapter (15mm)
Rear wing + endplates	3.8.7	3.10.7	6 x Adapter(200mm) + endplate adapter
Rearmost part of rear wing	3.8.4	3.10.6	Adapter (15mm)
Rear flap gurney	-	-	Adapter (30mm)

Tools for splitter deflection test:



CRASH HELMET ADDITIONS

Crash helmets worn by drivers on track must be fully homologated in accordance with the regulations. Additional parts fitted to the helmet such as drink systems, internal speakers etc which are not fully homologated and therefore not approved by the FIA Safety Department are not permitted, even if they have been fitted by the helmet manufacturer.

If in doubt contact your helmet manufacturer, the FIA Safety Department or technical delegates.

COMPETITORS' ONBOARD DRIVING CAMERAS

In accordance with the Sporting Regulations, Competitors' onboard driving cameras must be removed at the end of the last free practice session.

In order to comply with this regulation, at a minimum, the camera unit must be removed from the car, the control/receiver box, however, may remain fitted.

Regardless of the parts removed, the homologated cars' weight distribution and minimum car weight/BOP weight must be maintained.

In order for the car to remain compliant with the homologation document, Manufacturers must submit updated pages stating "optional" under the image of the camera and control/receiver box.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the above-mentioned Competition only