

To: Hypercar LMGT3

Decision: WEC_2026_D10_ALL_Sporting_Clarifications

Date: 28/04/2026

Subject: Sporting clarifications for the 2026 season

APPLICABLE REGULATION(S)

2026 FIA World Endurance Championship Sporting Regulations

DECISION

*This document cancels and replaces the following Committee decision(s): #D08.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.*

ARTICLE 5.2.4 – EQUIPMENT DECLARATION

5.2.4 Equipment declaration

Competitors must declare all required information on the Championship technical platform in an accurate and timely manner and keep it updated it throughout a Competition. Unless otherwise specified by the Technical Delegate through an official communication, Competitors must declare all required information on the Championship technical platform no later than the start of the Administrative Checks as defined in the Competition timetable. They must also make any changes requested by the Technical Delegates and their deputies as soon as possible.

Equipment declarations must be done on ACO-TECH: <https://aco-tech.online>

ARTICLE 6.5 – TYRES

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition on a per car basis, is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- For the Hyperpole from the start of the session. Tyres allocated for Hyperpole must be used only and exclusively for the Hyperpole session.
- To go from the pit lane to the starting grid before the start of the race During the reconnaissance lap(s), the tyres used can be either dry-weather tyres (including tyres allocated for Hyperpole) or wet-weather tyres and will not be counted in considered as part of the tyre allocation.
- From the start of a Competition, any dry-weather tyres introduced in a car allocation for the first time of the Competition must be new.

	Free Practices	Hyperpole**	Qualifying + Race		
			6h race	8h race	10h race*
HYPERCAR	12	4	18	26	32
LMGT3	16	4	24	32	40

*or 1812km

**The specification of the tyres used for Hyperpole will be specified in a WEC Committee decision prior to the Competition.

Wet-weather tyres

The number of wet-weather tyres usable during a Competition is not limited.

Their use is only permitted during practice and the race if the track has been officially declared wet by the Clerk of the Course or the Race Director.

The tires used must meet a specification declared by the manufacturer and can be new or already used.

6.5.5 Tyre storage

Competitors must identify two tyre storage areas in each cars' garage and its surrounding:

- An area inside the garage (front part) where maximum 3 sets per car are allowed to stay into the garage and must remain all visible from the pit lane;
- A second area for storing and preparing all the other tyres sets (immediately out of the rear of the garage) including wheel washing area.

Hypercar Competitors will submit schematic solutions describing these two zones for approval to the Technical Delegate two weeks before the start of the Competition on ACOTech.

Once in possession of the tyres, it is the responsibility of the Competitor to ensure that there are stored in the approved location. Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Tyres and wheels must remain entirely and easily visible, without any form of obstruction and in locations approved by the ACO/ FIA Technical Delegates, throughout the Competition at all time, except the following cases:

- When tyres are being fitted on a car;
- When mounting and dismounting the tyre to the rim at the Tyre Suppliers garages;
- During transport between storage locations;
- During a pitstop when tyres are near the working area;
- When tyres are in racks / trolleys being taken to/returning from ~~or sitting on~~ the grid; **on the grid, tyres must remain stacked on their racks/trolleys before being fitted to the car.**
- When tyres taken to tyre manufacturers structure for damage/ puncture examination.

At **his its** absolute discretion, the ACO/FIA Technical Delegate may at any time enforce *Parc Fermé* conditions on tyres located outside the approved storage areas, as well as to tyres making unnecessary or unreasonable stops, transits between the storage areas or between these and the Tyre suppliers' structure.

Where this is deemed necessary, details may be specified in a Stewards' bulletin.

6.5.6 Heating, treatment and modification

Only the Technical Delegates and their assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited, except for the removal of debris collected on the track. It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre; tyre cannot have exceed heat when being fitted to the car.

In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread and profile of the tyres must not be modified or recut. Under exceptional circumstances, upon request of the tyre manufacturer, the Stewards may grant a derogation for the tyre manufacturer to recut the wet-weather tyre specification. This modification will be exclusively allowed for one Competition, done by the tyre manufacturer, under the condition that the tyre manufacturer will supply all the Competitors with the same number of tyres with the same modification (cutting pattern to be submitted to the ACO/FIA beforehand) at the same time.

Any process that involves a direct or indirect attempt at modifying the temperature of a tyre (compared to the ambient temperature) is forbidden.

This prohibition includes but is not limited to: warming of the car's suspension components, wheel hub assembly and braking system; modification of the filling medium, water heating system/element when washing the wheels.

Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical components for tyres, rims and wheels are forbidden. Competitors are prohibited from having any of the abovementioned items in their possession throughout a Competition.

In any case, instructions of the officials must be respected.

Further restrictions may be applied regarding qualifying tyres by the Technical Delegates.

ARTICLE 7.1 – WEC COMMITTEE

7.1 WEC Committee

Certain aspects relating to the application of the Championship Regulations have been entrusted to the WEC Committee (hereinafter “the Committee”), instituted in “the Le Mans Agreement” (hereinafter “the Agreement”), the composition, missions and operating rules of which are specified in the Internal Regulations of the above Committee.

The decisions of the WEC Committee are taken in the last resort and thus cannot be appealed.

Any Competitor, manufacturer or Driver wishing to obtain a clarification on a point of the Regulations between two Competitions may submit the matter to the WEC Committee by sending it a request, duly motivated, no later than the Monday preceding the week of the Competition, clearly specifying the points on which they are requesting an interpretation.

The Committee members are:

Primary members:

- Marek Nawarecki (FIA)
- Thierry Bouvet (ACO)

Nominated substitutes:

- Xavier Mestelan-Pinon (FIA)
- Christophe Besse (ACO)

Any Interpretation given by the WEC Committee shall not be binding on the sporting authority represented by the Race Director and Stewards.

ARTICLE 7.2.6 – APPEAL FEE

7.2.6 Right to Protest, Appeal and Right of Review

Right to protest

- Protests must be made in accordance with Article 13 of the Code and accompanied by a deposit of €1,000 (or the equivalent in dollars at the rate of the day), paid in cash, by credit card or by bank transfer.
- If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.
- The relevant bank account details are the ones included in Appendix 2 Article 4 hereto. The reason for the transfer must be clearly indicated.
- If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the deposit will be returned by the FIA upon receipt of the relevant Stewards' decision.

Appeal fee and deposit

- The appeal fee for the International Court of Appeal is €5,000 (see Judicial and Disciplinary Rules of the FIA).
- The appeal deposit for the International Court of Appeal is ~~€6,000~~ €10,000 (see Judicial and Disciplinary Rules of the FIA).
- Any decision taken by the WEC Committee is not subject to appeal.

Right of review

- This is as provided for in the Code.
- Right of review fee is €2,000.

ARTICLE 7.2.7 – OUT OF THE COMPETITION STEWARDS PANEL

7.2.7 Out of Competition Stewards panel

For the entire duration of the Championship season, the FIA will appoint a standing panel of Stewards ("Out-of-Competition Stewards Panel") in accordance with Article 11.5 of the International Sporting Code and comprised of at least five members.

In accordance with Article 11.5.4 of the ISC, the FIA may refer an alleged breach of the applicable sporting, technical and/or operational regulations to the Out-of-Competition Stewards Panel:

- where it occurs outside the framework of a Competition, subject to the Article 11.7.1.b of the ISC;
- where the matter is time-sensitive such that it would not be appropriate to delay resolution until the next Competition;
- where the alleged breach does not have an immediate and direct impact on a Competition;
- or where the alleged breach relates to or has an impact on more than one Competition.

The FIA will give the relevant Competitor or Manufacturer a notice of its intention to refer an apparent or alleged breach to an Out-of-Competition Stewards Panel.

The Stewards appointed for a Competition may delegate their authority to the Out-of-Competition Stewards Panel in accordance with Article 11.7.1.a.ii of the ISC.

Proceedings before the Out-of-Competition Stewards Panel shall be conducted in accordance with the applicable provisions of the ISC.

ARTICLE 7.4 – PENALTIES

7.4.3 Stop & Go

Once the Stop & Go penalty has been notified on the Monitors, the car cannot cross the Line more than four times on track, except if provided for under these Regulations.

The Stop & Go is served in the working area, under the sole responsibility of the car controller. The car must **enter the pit lane and** come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorised on the car, and the Driver must remain on board.

After the Stop & Go, the car must leave the working area to re-join the track.

Stop & Go penalties are not subject to appeal.

[...]

7.4.10 For penalties notified at the end of the race

If a penalty is notified on the timing screens during the last **5 laps 15 minutes** of the race, and the car does not serve the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.

The time added for a Drive Through penalty or a Stop & Go penalty will be specified in the first Stewards' Bulletin for each Competition.

ARTICLE 10.2 – SPECIAL CASES IN QUALIFYING

10.2.2 Special cases

If a car qualified for the Hyperpole does not complete any timed laps during this session: except in special cases at the discretion of the panel of the stewards, it will be placed on the grid, behind the cars in its category which took part in the Hyperpole.

If less than 10 cars are entered in a category, all the cars of this category having achieved a time during the first qualifying session will be qualified for the Hyperpole. A corresponding number of places will be reserved for them on the grid.

If the Hyperpole cannot take place or is cancelled, the starting grid will be established on the basis of the times achieved during the first qualifying session.

If neither the first qualifying practice session nor the Hyperpole can take place or are cancelled, the starting grid will be established on the basis of the times achieved during the free practice sessions (all sessions combined).

If a car does not participate in the first qualifying practice session, **the car will be placed on the grid behind the cars of its category, except exceptional circumstances at the discretion of its position on the starting grid will be determined by the Stewards.**

If a car **participates in the first qualifying practice session but** does not set a time or has its times cancelled during the first qualifying practice session, it will be placed on the grid behind the cars in its category.

If a car does not participate in the Hyperpole, or does not set a time or has its times cancelled, it will be placed on the grid at the rear of the cars in its category that participated in the Hyperpole.

If a car is disqualified from one of the qualifying sessions, the car will be placed on the grid behind all the cars. In this case, the fastest driver in the crew must start the race.

In the event that several cars are placed on the grid **behind all the cars or** behind the cars in their category, the Stewards will determine the appropriate order at its discretion.

As soon as a car is placed at the rear of the cars in its category, the fastest Driver in the crew must start.

10.2.4 Lap time cancellations

Any car causing a red flag in one of the qualifying sessions will have **all** its lap times **until the moment of the deployment of the red flag** deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion. Furthermore, any car causing a red flag may not be allowed to re-join the qualifying sessions. Any car subject to disqualification due to one or more technical infractions will have all its lap times removed from all qualifying sessions.

ARTICLE 11.2.3 – STARTING PROCEDURES COUNTDOWN

11.2.3 Countdown

As the start approaches signals will be given to the Competitors.

These signals mean:

- “5 minutes” signal: **start of the countdown**: Drivers on board, no further work allowed on the cars. Tyre changing is forbidden, and cars must be resting on their wheels.
- “3 minutes” signal: **start of the grid evacuation**: **only officials, drivers in the cars and one Competitor's personnel per car, next to the car, are allowed on the grid. everyone except the Drivers in their cars, one personnel from the Competitor per car and officials must leave the grid.**
- “1 minute” signal: the doors of **closed** cars must be closed, and personnel from the Competitor must leave the grid. The engines are started by the Drivers without external assistance.
- “30 seconds” signal: only 30 seconds remaining before the formation lap.
- Showing of the green flag: start of the formation lap **(s)** behind the Leading Car: the cars must maintain their grid positions.

The details will be specified at each Competition.

ARTICLE 12 – PIT LANE & PIT STOPS

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
- The acceleration and deceleration lane (or blending lane): this is the central lane reserved exclusively for the transition of a car joining:
 - its dedicated stopping area, when coming from the fast lane;
 - the fast lane, when it leaves its stopping area.

This lane is not intended for circulation.

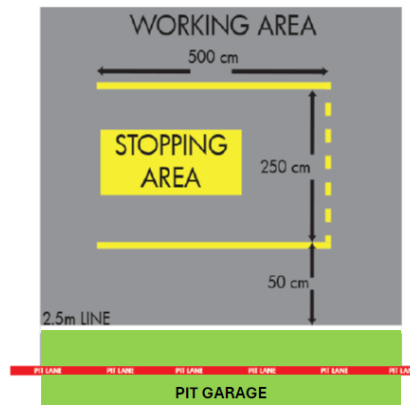
- The working area: this is the part closest to the garages, where work on the cars is allowed. **It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the 2.5m Line, as defined in Drawing n°1, on one side, to the central blending lane on the other.** The presence of people is authorised only during interventions on the car.

Cars in the fast lane have priority over those in the acceleration lane or working area.

Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area.

In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area unless directed otherwise by officials.

Drawing n°1



[...]

12.2.2 Pit stop procedure

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and for general safety throughout the length of the pit stop.

This person must be in the working area before the car stops.

This person must remain in the pit lane throughout the stop and supervise but may perform no other function.

For operating a pit stop, the car must stop in its dedicated stopping area as defined in the drawing number 1.

When the car is stopped in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

b) Driver change

A Driver change may be carried out at any time during a pit stop, under the condition that the car is properly stopped, engine off, in its dedicated stopping area.

Drivers may not take part in any intervention other than that directly related to the Driver change.

The Driver help must be administered by a Driver of the crew concerned (who will then assume the exclusive role of Driver help) and/or by a dedicated person (who will then assume the exclusive role of Driver help) and/or by one or more persons, wearing the appropriate armband, authorised in the working area.

c) Refuelling

During all the sessions and the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping area, unless the car has entered the garage for repairs, in which case the refuelling can be done at the end of the pit stop, only in the stopping area.

A refueller can intervene only to put fuel into the car and only when:

- The car is resting on its wheels;
- The engine is off;
- The car has been grounded;
- The deadman valve attendant is in position and operating the valve;
- The fire extinguisher attendant is equipped with an extinguisher.

A maximum of four persons, wearing the appropriate armbands, may do the following operations:

- Ground the car;
- Manual cleaning of the car;
- Visual checks of tyres / brakes.

under the condition that no bodywork panel and no part of any sort is removed from the car or brought into the working area.

Tools are not allowed during the refuelling phase.

A maximum of two industry representatives and/or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes.

The measurement of tyre temperatures and pressures is allowed in free practices (with manual tools only).

During racing at night, it will be allowed to bring a hand-held torch to check the tyres/brakes as long as its use does not put other Competitors in danger.

Only the person(s) mentioned above are authorised in the working area.

d) Intervention

A maximum of four persons, wearing the appropriate armband, are authorised to intervene on the car, to conduct any type of operations.

A maximum of two industry representatives and /or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes, but may not perform any other function.

Tyre changing must be done with the help of at most two pneumatic wheel guns

At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried or laid flat on the ground.

e) Departure of the car from the working area

The car controller is responsible for allowing the car to leave the working area safely, once the area has been cleared of all equipment and personnel.

ARTICLE 14.4.2 – CARS ON THE GRID DURING RED FLAG

14.4.2 Procedure concerning cars present of the grid

At the “15 minutes” signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 4 **additional** personnel from the Competitor per car, wearing the appropriate armbands, and equipped as defined in Article 4.2.2, will be allowed to access the grid to carry out exclusively the following tasks:
 - Assisting the Driver,
 - Helping to start the car with an external battery,
 - Checking the tyres and brakes,
 - Changing the tyres if allowed by the Race Director,
 - Removing the cover from the car,
 - Removing the cooling or heating device for Hybrid cars,
 - Demisting the windscreen,
 - For cars eligible for Pass Around, the use of skates will be permitted to shift cars to the right side of the track to facilitate the procedure.
- The same operations will be allowed for cars in the pit lane.

At the “5 minutes” signal

- The cars must be uncovered.
- The Driver needs to be in the car.
- Wave by: all cars located on the grid between the leading car in the general classification on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the “3 minutes” signal

- The cars must be resting on their wheels, without any cooling device, **no further work allowed on the cars.**
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- Any car eligible for the Pass Around, located on the grid between the leading car in the general classification (on track) and the red flag line, must:
 - join the rear of the line of cars behind the safety car;
 - position itself on the right side of the track;
 - await instructions from the Race Director to proceed with the Pass Around.
- ~~If the leader of the category entered the pit lane after the red flag procedure has been deployed, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.~~

- If the leader of the category is in the pit lane at the 3-minutes signal, the Pass Around eligibility is based on the next car from the category that was directly behind the leader of the category on track in circulating order when the leader of the category crossed Safety Car Line 1 before entering the pit lane.

At the “1 minute” signal

- All cars eligible for Pass Around (car whose category leader is behind, in the order of cars on the track) correctly positioned on the right side of the track, will be instructed to complete a lap without overtake and join the back of the line of cars behind the Safety Car.
- For the other cars, engines must be started, and the personnel from the tyre and brake technicians from the Competitor must withdraw from the grid. If a Driver needs assistance after the “30 seconds” signal, this shall be signalled by the marshals with the yellow flags.

ARTICLE 14.6.4 – 14.6.5 – SAFETY CAR

14.6.4 “Pass Around”

If deemed appropriate, the Race Director will authorise “Pass- Around” for any car that has their category leader behind them in the order circulating behind the Safety Car.

It is the Competitor’s responsibility to determine if their car is eligible for Pass-Around. Penalty for Pass-Around when ineligible: Stop & Go for time equal to two (2) race laps.

All cars participating in the Pass-Around must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

Cars participating in the Pass-Around must, only when directed to do so, immediately overtake the Safety Car safely in the proper order and catch up with the field as quickly as possible without affecting safety and take up position at the rear of the line of cars behind the Safety Car.

Cars that benefit from the Pass-Around must respect the “Pit Entry Closed” light, regardless of the number of laps they have completed behind the Safety Car.

~~The Safety Car may also have an electrically controlled rear panel which will show the race leader’s number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, must pass the Safety Car.~~

Eligibility for Pass Around

~~The Eligibility for Pass Around (classification and circulating order) will be determined by established based on the classification at the time of the last passing of the Safety Car on an the last Intermediate timing Sector Loop the Safety Car crossed prior the message before Race Control announces, ‘Prepare for Pass Around’ being posted on the Monitors.~~

~~If the leader of a category is in the pit lane at the moment the message ‘Prepare for Pass Around’ is posted, then the eligibility is based on the next car from the category that was physically directly behind the leader on track in circulating order at the time when the leader of the category crossed Safety Car Line 1 before entering the pit lane entered the pit lane.~~

~~The Safety Car shall be used at least until the car in the lead is behind it (except under Article 11.3) and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car’s sector). Once the car in the lead had been behind the Safety Car, then if the leader enters the pit lane, the next car in circulating order will be placed behind the Safety Car.~~

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.12) and all remaining cars must keep the formation as tight as possible.

14.6.5 Access and work in the pits under the Safety Car

During the first three laps of the Safety Car, the pit entry will be closed (2 laps when applying Article 14.5.4).

Any car entering the pits during these first three laps must inform Race Control beforehand, and will only be allowed to enter the pits in one of the two following cases:

1) Emergency pit stop

The Competitor will be allowed to refuel for 8 seconds (plus additional docking time stated in the BoP) and/or replace (a) damaged tyre(s), and to repair the associated damage or bodywork damage presenting an obvious safety risk.

In this case, the Competitor must again enter the pit lane as soon as the pit entry opens.

Once the Safety Car procedure has been deployed, only one emergency pit stop will be allowed per Competitor.

2) Intervention on the car

If the Competitor must conduct an intervention that requires more work than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car loses at least one lap. In this case, the Competitor may only exit the pit lane when the Safety Car next passes, once all the cars in the line behind the Safety Car have passed Car Line 2 of security.

If the Safety Car is withdrawn before the Competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.

Failure to comply with the above will entail a 3-minute Stop & Go penalty.

~~If the leader pits during the first three laps, the next car in the results will be placed behind the Safety Car and so on as the cars decide to pit in the first three laps.~~

A car may enter the pits for repairs or refuelling, without restrictions, once the pit entry is open.

APPENDIX 3

9. Michelin visibility for the Hypercar Competitors

Visibility on the cars

Hypercar category Competitors are required to place as a minimum, 6 Michelin stickers on their cars in accordance with the drawings below.

The stickers will be available for collection from Michelin, the only tyre supplier in the Hypercar category.

Competitors must place 2 Michelin stickers of at least 350mm width or 2 Michelin Man decals of at least 200mm height or 1 Michelin sticker of 500mm width on the front part of the car (blue section).

Then, 2 Michelin stickers of 350 mm minimum width or 2 Michelin Man decals of at least 200mm height must be located at the rear of the car (yellow section).

Finally, Competitors must position either 2 Michelin stickers of 350mm minimum width or Michelin Man decals of at least 200mm height (one on each side of the car on the orange section).

The stickers (Michelin or Michelin Man) must be placed on a single element bodywork and not straddle two elements of bodywork.

Michelin Man decals must be positioned near the front wheel, and as high as possible, and at the rear sides of the car as defined in the yellow section in the drawing below, as well as on the rear wing endplates.

It is not permitted to position stickers over air-intakes or on flat parts of the bodywork like the front splitter.

It is mandatory to have at least 1 Michelin sticker on each side of the car and not only Michelin Man decals.

Drivers' overalls visibility

Hypercar category drivers must wear a minimum of three logos at least one logo as described below:

- One horizontal logo at the chest level, at the level of the yellow area marked on the sketch representing the overall on the right (minimum 12 cm or 9cm packed).

~~The Michelin Man, 8 cm or 12 cm, on the shoulder of each of the two sleeves.~~

Competitors may contact Michelin if adjustments needed.



NOMEX TRACK SUIT EXAMPLE



minimum 12cm horizontal
OR 9cm stacked

APPENDIX 7 – PERSONNEL LIMITATION DECLARATION

5. Quantity of operation personnel for Competitors

The operational personnel authorized in the technical areas (garages, trucks, villas, at the discretion of the ACO and the FIA) of the Competitor is limited as follows:

Type of Competitor	Number of personnel
LMH – 2 cars	51
LMH – 1 car	26
LMDh – 2 cars	50
LMDh – 1 car	25
LMH without ERS – 2 cars	46
LMH without ERS – 1 car	23
LMGT3 – 2 cars	32

For the Competitors of Spa-Francorchamps and Sao Paulo, 1 additional operational staff allocation, dedicated to fuel and tyres handling in the paddock will be allowed by Competitor to fit with the specificities of the circuits. This additional staff must be declared in the declaration lit of each Competitor.

6. Staff declaration

Any staff accredited by the Competitor (operational and non-operational as defined in Articles 2 and 3 of this Appendix) common suppliers, and LMDh chassis manufacturers, must be declared on the declaration list, which will be sent by the WEC Committee.

Competitors, common suppliers, and LMDh chassis manufacturers must submit the list, duly completed, according to the procedures defined by and at the latest the Wednesday midday (CET) preceding the week of the Competition, on ACOTech, before the deadlines published by the WEC Committee before the start of the season.

Any modification of these lists between the deadlines described above and the start of administrative checks is not allowed and will be reported to the panel of Stewards.

Substitutions due to force majeure (including, but not limited to, reasons of illness, accident, or family matters) are allowed after the start of administrative checks, provided they are approved by the ACO and the FIA and are clearly justified.

Declaration lists will have to be completed in accordance with the type of car entered (LMH with or without ERS, LMDh, LMGT3).

When an operational staff is shared between a Hypercar Competitor and a LMGT3 Competitor, this person must be declared on the list of each concerned Competitor.

APPENDIX 9 – ARTICLE 2 – ARTICLE 6

2. Provisions regarding the use of tyres

2.1 Tyres used for Testing must only be supplied by the designated tyre manufacturer, in compliance with these Regulations except for tests validated by the ACO/FIA/IMSA that are part of a tyre tender process.

2.2 Unless stated otherwise in these Regulations, Testing must be carried out on tyres of the specifications declared for the corresponding Championship's Competitions. Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use specification of the previous range, with a maximum of 1 tyre set (4 tyres) per day per team; those tyres will **not** be counted within the allocations defined in 2.3.

Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use development wet weather tyres with a maximum of 5 sets (20 tyres) per year per team; those development tyres will be supplied free of charge to the concerned team.

6. Tyre manufacturer tests

[...]

6.5 Tyres Manufacturers external to the Hypercar / GTP category can organize tests with all eligible Hypercar / GTP manufacturers with a homologated car as part of a tendering process. These tests must be first validated by the ACO / FIA / IMSA and then proposed to all manufacturers and will not be counted against the manufacturer allocation. However, the eventual use of the current or previous tyres during the tender process testing will be counted in the allocation. Manufacturer must declare their participation to the ACO / FIA / IMSA.

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