

To: Hypercar LMGT3 LMP2

Decision: WEC_2026_D12_LMP2_Sporting_Technical_LeMans_Amended

Date: 08/06/2026

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

APPLICABLE REGULATION(S)

- 2026 24 Hours of Le Mans Supplementary Regulations
- 2026 FIA WEC – 2026 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.
- Ride height laser sensors will be permitted only for Le Mans test day sessions.

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 2026 Technical Regulations for LMP2 Prototype Homologated in 2017. Appendix 4, Nr. 9 of the 2026 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 2026 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, fixed at 4.0s

** 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 its 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, fixed at 4.0s

** 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.

Fuel capacity checks:

The conditions for a fuel capacity check will be:

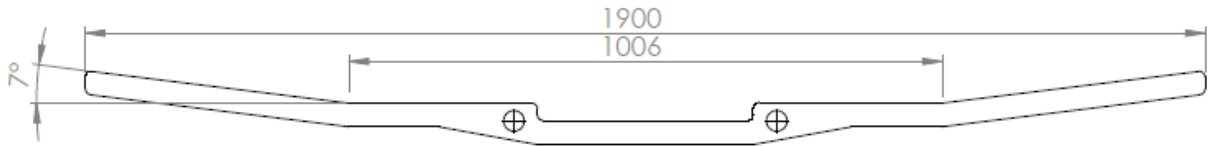
- The car is resting on its tyres on the ground in its working area.
- The fuel filling is done with the refuelling system as used by the Competitor in race conditions.
- The fuel tank is considered full as soon as fuel (not spray or vapor) is visible in the vent line. This procedure is repeated twice with the engine running for approx. 5 seconds between the connections of the refuelling nozzle.
- The fuel will be drained from the homologated engine feed breakaway valve into calibrated jugs until air is visible in the drainpipe. The pumps will be switched on again after a 2-minute pause.

REFERENCE SURFACE TOLERANCE

Regarding tolerances applicable to the reference surface and their use during Scrutineering, the following will be applied:

- Longitudinally: a maximum of 3mm gap between a straight bar lying longitudinally on the reference surface and the reference surface.

- Laterally: a maximum of 3mm gap between the following template lying laterally on the reference surface / lateral parts and the reference surface.



The tolerances for the lateral parts are already stipulated on drawing #1.

RAIN LIGHTS

Two brightness modes must be implemented for the rain light:

- Level High - full brightness mode
- Level Low - reduced brightness

These two modes can be automatically linked to the high beam command, but the driver must be able to select if requested to (eg: heavy fog additional to rain).

To implement the two modes, the technical requirements are:

Level High – full brightness

- Keep the 50% duty cycle (125ms ON – 125ms OFF).

Level Low – reduced brightness

- Option 1 (preferred) is to use the inhibit input on the rain light.

Apply a PWM at 300Hz frequency on the inhibit input and use a duty cycle of 70% for high mode and 30% for low mode.

- Option 2 (alternative) is to modulate the duty cycle of the 4Hz flashing.

Apply a duty cycle of 20% (50ms ON – 200ms OFF). This modification replaces the fixed duty cycle of 50% in art 10.3.2.c of the Technical Regulations.

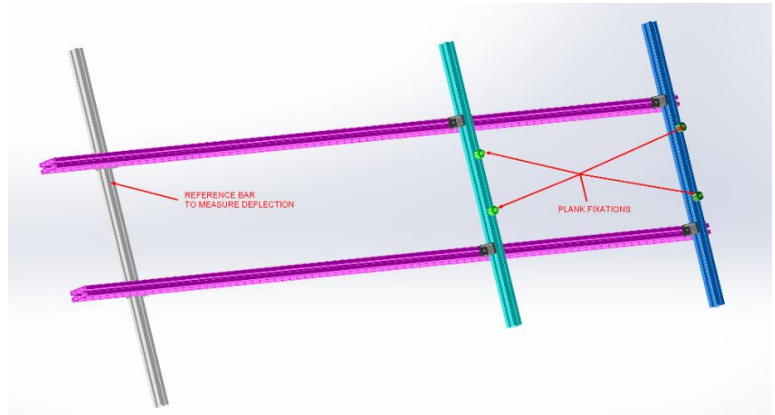
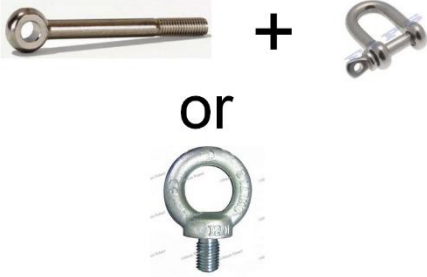
No sticker should be applied on the side of the light for an optimal heat transfer.

BODYWORK DEFLECTION TEST

For scrutineering reasons, Competitors must always have at the track the tools required to achieve all the deflection tests. These tools should all have been tested on the car to ensure perfect operation:

DEFLECTION TEST	CONDITIONS	Article	TOOLS REQUIRED
Splitter	8000N // 15mm	3.5.4. b	8 x M5 eye + ref.frame (see #a)
Splitter flap trailing edge	100N // 5mm	-	Adapter (15mm)
Front skid block	2500N // 5mm	3.5.6. d	-
Rear skid block	5000N // 5mm	3.5.6. e	-
Bodywork gurney	100N // 5mm	3.6.2. c	Adapter (15mm)
Rear mainplane	200N // 3mm	3.6.3. a 6	Adapter (50mm)
Rear wing + trans.plates	2400N + 2x1000N // 15mm	3.6.3. c3	6 x Adaptor(200mm) + trans.plate adaptor + ref.frame
Rear flap	200N // 5mm(x) 10mm (z)	3.6.3. e	Adapter (15mm)
Rear flap gurney	200N // 4mm	3.6.3. f	Adapter (30mm)

Tools for splitter deflection test:



ELECTRONIC INFORMATION

It is mandatory to use the 2026 Le Mans 24Hr Oreca07 LMP2 ECU Base Dataset: **V1304WEC_G1003Or030_XXXX.cds** with the following parameters:

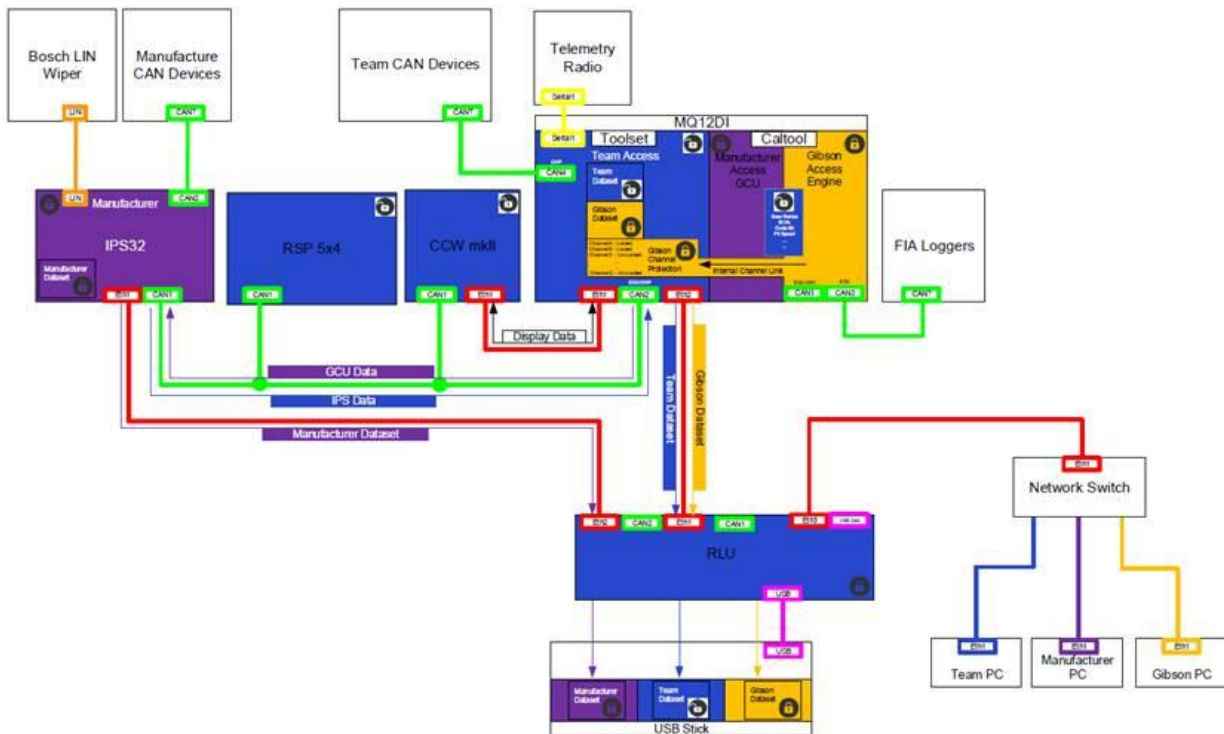
Goal Slip Gear Multiplier	
REVERSE	1
NEUTRAL	1
FIRST	1
SECOND	1
THIRD	1
FOURTH	1
FIFTH	1
SIXTH	1
SEVENTH	1
EIGHTH	1
Front Wheels Outside Diameter A	690 mm
Front Wheels Outside Diameter B	690 mm
Front Wheels Outside Diameter C	690 mm
Rear Left Wheels Outside Diameter A	712 mm
Rear Left Wheels Outside Diameter B	712 mm
Rear Left Wheels Outside Diameter C	712 mm
Rear Right Wheels Outside Diameter A	712 mm
Rear Right Wheels Outside Diameter B	712 mm
Rear Right Wheels Outside Diameter C	712 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.

Softwares

As a reminder, please find below the responsibility dispatch for the electronics parts (*see drawing below*):

- All softwares of the common electronic package (MQ12Di, IPS32, CCW mk2, RSP20, RLU) will be checked at each race.
- Only the homologated software versions will be allowed. It is the responsibility of the team to ensure they use the good softwares and that these softwares are compliant.



CalTool dataset naming convention

Reference:-**VXXXXELMS_GaaaaYYbbb_ZZcc.cds** (The entire dataset name should always have 30 characters excluding extension (.cds))

- **XXXX** – Version of the ECU code e.g. **1304**
- **aaaa** – Gibson version number-0000 – 9999. This can be seen in channel “DatasetVersionA” in the logged data.
- **YY** – Manufacturer’s abbreviation. Da = Dallara, On = Onroak, Or = Oreca, Ri = Riley
- **bbb** – Manufacturer’s version number 000-999. This can be seen in channel “DatasetVersionB” in the logged data.
- **ZZ** – Car number 00-99.
- **cc** – Team’s version number 00-99.
- **ZZcc** - Should also be written into parameter “Dataset Version C” in CalTool and then can be seen in channel “DatasetVersionC” in the logged data.

Examples:

- **“V1304ELMS_G2001Or030_1501.cds”**

LMP2 FCY & SLOW ZONE SPEEDS MONITORING

Clarification of Art.10.3.2 of 2026 Technical Regulations for LMP2 Prototype Homologated in 2017:

The strategy for the speed limitation described therein must be activated during Slow Zones or Full Course Yellow. 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.

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

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

No other strategy may be applied to achieve the speed limitation, nor may any alteration of the mandatory wheel diameter be used for this purpose.

FCY and SZ speeds will be monitored by the "FCY Speed control diagram" available in the Electronic/Technical package. The "*SpdIllegal*" channel will be monitored and must not exceed the value specified in the control diagram under any circumstances.

The Technical Delegates reserve the right, at any time during a Competition, to define or recommend the value of the LMP2 ECU dataset parameter "Vehicle Speed Limit Speed Threshold (SZ/FCY Speed)".

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*".

GEARBOX DIFFERENTIAL SET UP

The leading document regarding the acceptable parts for gearbox and differential setup is the vehicle homologation form which must be respected at any time.

Optional parts allowed:

- ~~— Gear sets 1, 2 and 3 as specified in the homologation form. Gears are not interchangeable between sets.~~
- Differential ramp angles as specified in the homologation form.
- Differential preload shims and disc springs as mentioned on Xtrac-drawing 1159-949-100FA (Latest document issue).
- Differential assembly must respect information/picture present in the homologation form, expect for preload shims.

To achieve the desired differential preload, the use of multiple preload shims per side as well as their modification by grinding is allowed.

The prescriptions given in the Xtrac-manual (1159FA LMP2 Sportscar Gearbox Manual, Latest issue, currently Iss. 6.0) must be followed.

The differential end cap must be fully tightened as described in the manual.

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.

Regarding tyre pressure monitoring, the static checks only will be used to check compliance with the regulations.

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

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

COOLING OF THE CAR

Brake cooling

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

Other cooling

To adjust cooling, it will be allowed to blank partially or totally before and/or after the radiator(s) with adhesive tape and/or flat rigid plates.

This blanking should be done directly in near proximity with the radiator(s) or on the wire netting if it is located at least 10mm behind the bodywork opening.

It will not be allowed to modify the bodywork.

COSWORTH – GIBSON 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 update of electronic / technical package folder.

COMPETITORS’ ONBOARD DRIVING CAMERAS

In accordance with the Supplementary Regulations, Competitors’ onboard driving cameras must be removed for Qualifying / Hyperpole sessions and the race.

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 must be maintained. In order for the car to remain compliant with the homologation document.

CHASSIS COMPLIANCE

For all technical scrutineering and compliance checks, LMP2 cars must adhere to the applicable homologation and technical regulations at all times.

The following documents shall be considered as the official reference during any conformity inspection:

- Vehicle Homologation Form
- Chassis Constructor documents ((Spare Parts Catalogue, User Manual, Technical Manuals, Technical Bulletins ...))
- Official ACO / ELMS technical documentation and updates
- Engine manual and documents

Any component, assembly, modification or configuration not explicitly approved or described in the above documents may be considered non-compliant by the Technical Delegates.

No modification of a homologated chassis by adding, removing or replacing material is permitted without the manufacturer and Technical Delegates approval.

CHILLER UNIT

In case of installation in your cockpit of a chiller unit for WEC Competitions, and if this option/installation is not part of your car homologation form, Competitors have to complete “chiller unit installation form”, available in the last Electronic/Technical package folder. This document must be sent to ACO for approval one week before the Competition.

Any installation must be mounted with fixation capable of accepting a 25g deceleration.

No modification (including extra fixing holes...) of a homologated chassis is permitted without the manufacturer approval and homologation document update.

PIT SPEED MONITORING

Pit lane speed monitoring is performed by using live vehicle data. The Alkamel timing loops are not used for pit lane speed control.

SUSPENSION

For rear third element, parts inside the housing and mounted on the element rod are free as long they respect the following prescriptions:

- No modifications of the homologated parts are permitted
- Art.12 of the technical regulation must be respected

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**