

TO: Teams Manufacturers

CATEGORY: LMP1 LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_1920-D0004-LMP1-LMP2-Bodywork deflection test

DATE: 22/07/2019 **FROM:** The Endurance Committee

SUBJECT: Bodywork deflection tests for LMP1 & LMP2 cars

APPLICABLE REGULATION

- 2019 Technical Regulations for Prototypes LMP1 Hybrid
- 2019 Technical Regulations for Prototypes LMP1 Non Hybrid
- 2019 Technical Regulations for Prototypes LMP2 for cars homologated in 2017

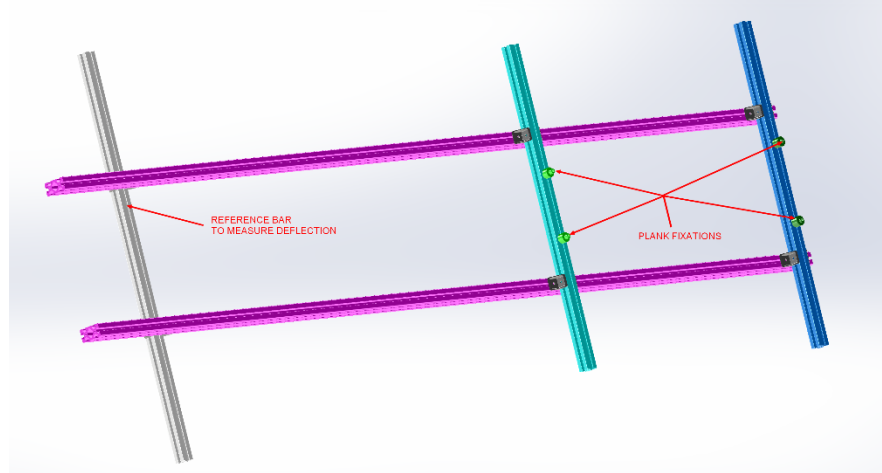
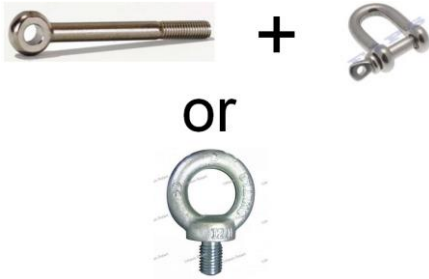
DECISION

We remind all LMP1 & LMP2 Competitors that, for scrutineering reasons, they must always have at the track the tools required to achieve all the deflection tests.

These tools should all have been previously tested-fitted to be perfectly operational:

DEFLECTION TEST	CONDITIONS	Art. LMP1	Art. LMP2	TOOLS REQUIRED
Splitter	8000N // 15mm	3.5.4.c	3.5.4.b	8 x M5 eye + ref.frame (see #a)
Splitter flap trailing edge	100N // 5mm	3.5.4.d	-	Adapter (15mm)
Front skid block	2500N // 5mm	3.5.6.d	3.5.6.d	-
Rear skid block	5000N // 5mm	3.5.6.e	3.5.6.e	-
Bodywork gurney	100N // 5mm	3.6.1	3.6.2.c	Adapter (15mm)
Rear mainplane	200N // 3mm	-	3.6.3.a6	Adapter (50mm)
Rear wing + trans.plates	2400N + 2x1000N // 15mm	3.6.2.c4	3.6.3.c3	6 x Adaptor(200mm) + trans.plate adaptor + ref.frame
Rear flap	200N // 5mm(x) 10mm (z)	3.6.2.e	3.6.3.e	Adapter (15mm)
Rear flap gurney	200N // 4mm	3.6.2.f	3.6.3.f	Adapter (30mm)

Tools for splitter deflection test:



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 Competition(s) only