

TO: Teams Manufacturers

CATEGORY: Hypercar LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_2021_D0025_Hypercar_Refuelling_Amended

DATE: 28/04/2021 **FROM:** The WEC Committee

SUBJECT: Hypercar refuelling

APPLICABLE REGULATION

- 2021 Le Mans Hypercar Technical Regulations

DECISION

- During the race, the maximum cumulative deployed energy per stint (measured with the torquemeters) must be lower than the value described in the BOP table. That energy will be taken into account from pit-out to pit-in. For the first stint, the energy will count from last pit-out prior to the lap to the grid before the start of the race. For last stint, the energy calculation will stop at on the finish line at the checkered flag.
 $E_{\text{max per stint}} \text{ (MJ)}$
If a competitor over-shoot this limit, the penalty will be:
 - 1st time of infringement Stop and Go + 10 secs
 - 2nd time of infringement Stop and Go + 20 secs
 - 3rd time and more infringement Stop and Go + 30 secs
- During the race, the refuelling time (for all refuelling pitstops except last one) must be more than:
 $T_{\text{refuelling time}} \text{ (s)} > \{ 35 \times [E_{\text{previous stint}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)}] \}$
For last refuelling of the race, the refuelling time must be more than:
 $T_{\text{refuelling time}} \text{ (s)} > \{ 35 \times [E_{\text{last stint}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)}] \}$
- During the race, if a Competitor has refuelled in the first 3 laps of the Safety Car (as described in Article 14.6.5 of the Sporting Regulations of the Championship), the minimum refuelling time of the next refuelling (after the first 3 laps of the Safety Car – being either under Safety Car pitlane open or under green track) must be:
 $T_{\text{refuelling time}} \text{ (s)} > \{ 35 \times [E_{\text{previous stints since last refuelling under green}} \text{ (MJ)} / E_{\text{max per stint}} \text{ (MJ)}] - T_{\text{Art.14.6.5_first 3 laps}} \}$
- During the race, if a refuelling time is less than the above defined minimum refuelling time by an amount of T_{short} , the Competitor must extend (self-penalty) at next refuelling by:
 $P_{\text{time self-penalty}} \text{ (s)} = \{ 5 + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$
If last refuelling time of the race is less than the above defined minimum refuelling time by an amount of T_{short} , a time penalty (Article 16.2.6 of the Sporting Regulations of the Championship) of
 $P_{\text{time finish-penalty}} \text{ (s)} = \{ 5 + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$ will be applied to the classification of the race.
- By delegation of the Panel of Stewards (but without prejudice of the Technical Delegates' right to resort to it) any breach of the above rule will result in an added refuelling time penalty (Article 16.2.4 of the Sporting Regulations of the Championship) of : $P_{\text{time FIA/ACO-penalty}} \text{ (s)} = \{ 15 + T_{\text{short}} \text{ (s)} \times 4 \text{ penalty coefficient} \}$



6- Refuelling times will only be monitored using the fuel coupling sensor signal.

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 done during refuelling will result in a not compliant refuelling time.

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