Posted at: 10:16

Doc No.: 58

**FIA World Endurance Championship**
**Round 1 - 1000 Miles of Sebring**
**2023 March 14th - 17th**

| | | | |
|---|---|---|---|
| **From:** | The Stewards | **Bulletin No. 5** | |
| **To:** | All competitors and drivers | **Date:** | 17 March 2023 |

## Regarding Appendix 10 of 2023 WEC Sporting Regulations

## WEC HYPERCAR 2023

### HIGH VOLTAGE

### E-SAFETY BRIEFING

| Jean-Francois VEROUX | Michael SCHWÄGERL | Dennis DEAN |
|---|---|---|
| **FIA Steward (Chairman)** | **FIA Steward** | **ASN Steward** |

# WEC HYPERCAR 2023

## HIGH VOLTAGE
## E-SAFETY BRIEFING

**TEAMS**

**SEBRING SESSION – V01 – 16.03.2023**

A WORLD IN MOTION

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# UPDATES FOR SEBRING

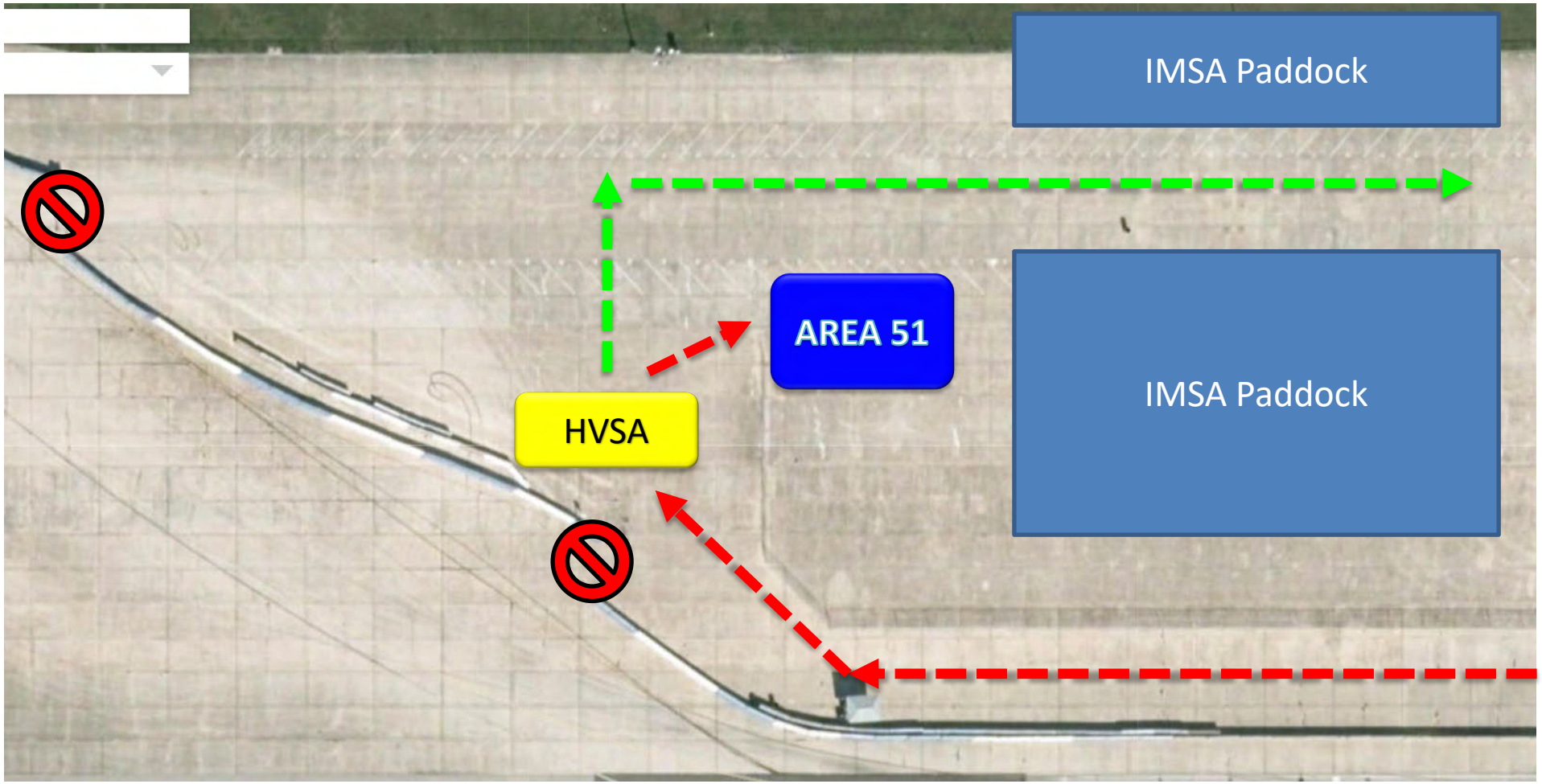
- QUARANTINE => 2 zones – IMPORTANT UPDATE
- RED CAR management
- DISCORD e-safety channel(s)
- E-SAFETY SCENARIO
- ~~REGULATION REVIEW~~ (not discussed)

# QUARANTINE => 2 zones

- **HVSA (same as IMSA)**
  - Location = end of WEC pitlane
  - For any **running RED CAR** to stop here
  - Team intervention asap
    - If GREEN CAR => goes back racing
    - If RED CAR => goes to AREA 51

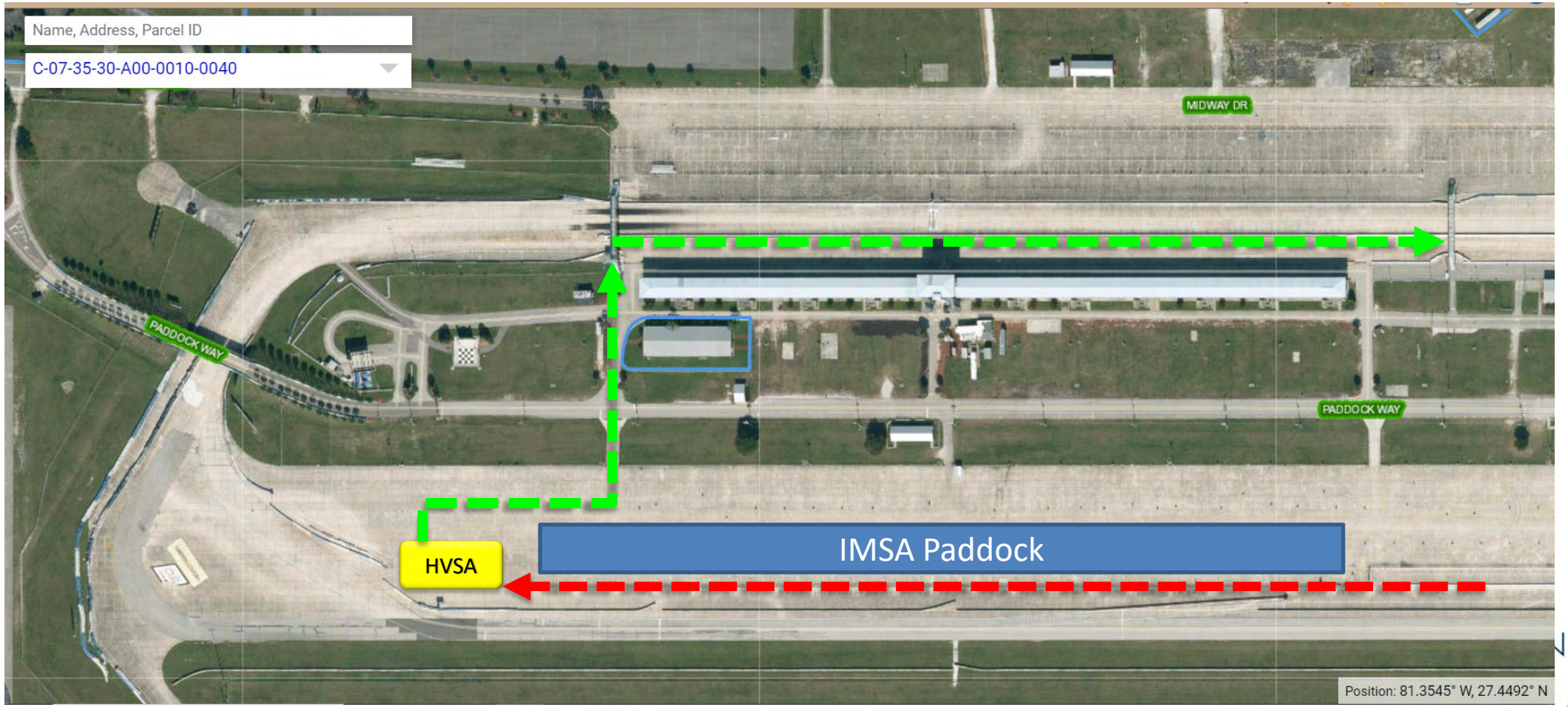
- **AREA 51**
  - Next to HVSA
  - For unsolvable HV issue or Battery risks
  - **ONLY HV qualified personal (no drivers!)**
  - Team intervention possible => secure car
  - Car release => after race – FIA e-Safety delegate form to sign off

# QUARANTINE => 2 zones



# HVSA

## Track rejoining (GREEN car only) => via IMSA pitlane



# RED CAR MANAGEMENT

- **Running car**
  - Driver to go to HVSA
  - **DO NOT STOP IN PITLANE**
  - Team to intervene asap in HVSA
    - Car goes back to GREEN => go back racing
    - Car still unstable/unsafe to run => goes to AREA 51

- **Stopped on track**
  - Marshal will **NOT** intervene in track
  - If possible, driver to stop to safe area
  - Race neutralization to enable track intervention
  - FIA e-Safety delegate to intervene on track (cf e-safety scenario)
  - **Car to be recovered and dropped in AREA 51**

# DISCORD

**UPDATE - 1 e-safety channel per team to be created**

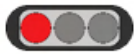
- TOYOTA GAZOO RACING
- PORSCHE PENSKE MOTORSPORT
- PEUGEOT TOTAL ENERGIES
- CADILLAC RACING
- FERRARI AF CORSE

*(For LMDh cars, Bosch and WAE to be added)*

# E-SAFETY SCENARIO – NO RED CAR TOWING FOR SEBRING

| | V-Out Low | V-Out High |
|---|---|---|
| Bender ISO High | Scenario 1 | Scenario 2 |
| Bender ISO Low | Scenario 2 | Scenario 2 |

**RED CAR SCENARIOS – e-Safety Delegate REQUIRED ON SITE**

**Scenario 1** 

Telemetry Active - Status Light RED

- ✓ OK to push (PPE)
- ~~✓ OK to tow~~
- ✓ OK to flat bed

**Scenario 2**

Telemetry Active - Status Light RED

**OR**

No Telemetry - No Status Light

- ✓ Voltage testing onsite
- ✓ OK to flat bed
- ✓ **not to be left unattended!**

**Scenario 3**
Battery temp alert
Thermal runaway suspected/confirmed

# E-SAFETY SCENARIO

## SUMMARY FOR RACE DIRECTION

| | E-Safety Delegate | Push (with PPE) | Tow (low speed) | Flat bed | 2-pole Voltage testing |
|---|---|---|---|---|---|
| Scenario 0<br>GREEN car | No | Yes | Yes | Yes | No |
| Scenario 1<br>RED car « SAFE » | Yes<br>(with delay) | Yes<br>(below 5kph) | No | Yes | Yes<br>(with delay) |
| Scenario 2<br>RED car « HIGH RISK » | Yes<br>(asap) | No | No | Yes | Yes<br>(asap) |
| Scenario 3<br>Battery Thermal event | Yes<br>(asap) | *tbc* | *tbc* | *tbc* | No |

# Thank you !

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