

TO: ☒ Teams ☒ Manufacturers

CATEGORY: ☒ Hypercar ☐ LMP2 ☐ LMGTE Am

DECISION N°: WEC_2023_D0020_Hypercar_Clarification_Appendix_11_Amended

DATE: 14/06/2023 **FROM:** The WEC Committee

SUBJECT: Clarification of Appendix 11

APPLICABLE REGULATION

Appendix 11 ☒ 2023 FIA World Endurance Championship Sporting Regulations

DECISION

The WEC Committee would like to clarify Appendix 11 as follows:

PART A – PREAMBLE

1. GENERAL PRINCIPLES

- 1.1 These Testing Regulations are applicable from 1 January until 31 December of each calendar year. Championship-specific blackout periods may be added by the ACO/FIA and/or the IMSA as specified elsewhere in the respective regulations.
- 1.2 The car is considered to be the vehicle as homologated by each Manufacturer for participation in the FIA WEC Championship and/or the IMSA Championship.
- 1.3 Excluding fundamental changes, if the car has minor deviations and/or parts variations from the homologated car, it shall not be considered to be a different car for the purposes of these Testing Regulations as determined solely by the ACO/FIA/IMSA. Such a determination shall be final and not subject to protest or appeal.
- 1.4 Manufacturers and/or teams must not test and/or race the car as homologated by the Manufacturer in any other Championship except the FIA WEC and/or IMSA Championship.
- 1.5 The cost of any investigation by ACO/FIA and/or IMSA may be charged to the Manufacturer and/or team.
- 1.6 Once a car is homologated, testing is permitted only for Manufacturers and teams officially entered in either the FIA WEC and/or the IMSA Championship.
- 1.7 The amount of permitted testing is limited through the allocation of tyre quantities, and the allocation of Test Days (further defined and described in Part B below).
- 1.8 Manufacturers and/or teams must not test on a circuit as follows: 14 days prior to the last day of on-track activity for that circuit in the IMSA Championship and for the Sebring Competition of the FIA WEC; and 30 days prior to the opening of the administrative checks for that circuit for the FIA WEC.
- 1.9 Participation in Competitions and Sanctioned Tests of the FIA WEC and/or IMSA Championship are not considered towards allocations described below.
- 1.10 Any testing must be declared and approved according to the conditions described below. The ACO/FIA and/or IMSA may impose any further conditions they deem necessary when approving a test.

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- 1.11 The ACO/FIA is the binding authority for teams participating in the FIA WEC, and the IMSA is the binding authority for teams participating in the IMSA Championship. Where joint approval is required, a joint response will be sent.
- 1.12 All declared and approved testing will be made public by each Championship.
- 1.13 The relevant contact points for testing declarations and requests for approval are the WEC Committee for the FIA WEC: comite.wec@lemans.org and Paul Walter for the IMSA Championship: pwalter@imsa.com. Geoff Carter for the IMSA Championship: gcarter@imsa.com. Both email addresses must be placed in copy of any related communications.
- 1.14 The testing declaration must be done through the online form available in the following link: <https://team.fiaawec.com/login> - by clicking on 2023 GTP & HYPERCAR TESTING REGISTRATION FORM.

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.
- 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.
- 2.3 A maximum number of dry-weather tyres shall be allocated per team for a given calendar year. A maximum number of dry-weather tyres shall be allocated per team for a given Test Day. A maximum number of dry-weather tyres shall be allocated per team for a declared endurance Test Day (testing for a 24-hour period). Maximum daily and yearly numbers of usable dry-weather tyre allocations will be determined for Manufacturers and Teams, as well as a specific allocation for Endurance Test Days.
The maximum number of dry-weather tyres that can be used for the tests defined above is defined as follows:

Competitor	1 year		1 day (sets)	1 Endurance (sets)
	Manufacturer (sets)	Team (sets)		
Regular entrant	192 (48)	240 (60)	24 (6)	72 (18)
Entrant eligible for Article 6	336 (84)	288 (72)		
Entrant eligible for Article 6.4	264 (66)	264 (66)		

Transport tyres are not counted towards the above allocation.

- 2.4 Within the allocations, Manufacturers shall be limited to two endurance Test Days, and teams shall be limited to one endurance Test Day per calendar year.
- 2.5 Endurance Test Day means a maximum 24 hours of continuous running. This 24-hour period is permitted to span over two (2) calendar days. In such instance, the two (2) calendar days must be declared and are counted as a single Endurance Test against the Endurance Test allocation.
- 2.6 The number of tyres specified for the allocations above shall be disseminated via Championship-specific Bulletins.
- 2.7 These tyres must not be sold or transferred in any way from any Manufacturer and/or team to another. Tyres must not be carried over from a one day to another, regardless of the type of test the tyres will be allocated to, excepting Endurance Tests, which shall be considered one day per 2.5.

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PART B – REGULAR TESTING

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3 MANUFACTURER TEST DAYS

- 3.1 A Manufacturer is defined as the Manufacturer homologating the car. A Manufacturer may be held responsible for infringements relating to the Testing Regulations, including those of its customer teams. When relying on customer teams for Manufacturer testing as described in Part B, Paragraph 3, Manufacturers must distribute Test Days equitably across those teams. **Participation in Manufacturer Test Day is not counted against a team's allocation. For the purposes of these Testing Regulations, a team is defined by a car number entered in either the FIA WEC and/or the IMSA Championship. In the FIA WEC, a Competitor may oversee up to two (2) teams.**
- 3.2 Manufacturer Test Day limitations are expressed in numbers of Car days: one (1) car on track equals one (1) day consumed.
- 3.3 This limitation is defined per Manufacturer and is not Championship-specific.
- 3.4 Manufacturer Test Days must be declared by the Manufacturer at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) and must be confirmed at the latest by 2 p.m. CET, three (3) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA. Any rescheduling of such Test Days must be communicated to all parties at the time that alternative dates are sought. After this confirmation deadline, it is prohibited to cancel or reschedule that Test Day, and the Test Day shall be charged against the allocation.
- 3.5 Allocations are limited as follows, per Manufacturer:
- 2023: Four (4) days
 - 2024: Three (3) days
 - 2025: Two (2) days

4 MANUFACTURER COLLECTIVE TEST DAYS

- 4.1 Manufacturer Collective Test Day limitations are expressed in track rental days per Manufacturer. This means that one (1) **track** rental day per day of testing shall be charged against the Manufacturer's allocation regardless of the number of cars on track.
- 4.2 This limitation is Championship-specific.
- 4.3 Only entered teams are permitted to take part in these Manufacturer Collective Tests (as per paragraph 1.6), but participation in Manufacturer Collective Test Days is not counted against a team's allocation. For the purposes of these Testing Regulations, a team is defined by a car number entered in either the FIA WEC and/or the IMSA Championship. In the FIA WEC, a Competitor may oversee up to two (2) teams.
- 4.4 Any team using a car from the Manufacturer organising the Manufacturer Collective Test Day must be invited to join that test. A Manufacturer cannot deny the participation of an eligible team.
- 4.5 Manufacturer Collective Test Days must be declared by the Manufacturer at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) and must be confirmed at the latest by 2 p.m. CET, three (3) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA.
- 4.6 These tests cannot be cancelled, except for *cas de force majeure* or extraordinary circumstances at the ACO's/FIA's and/or the IMSA's sole discretion. If cancelled, the day(s) shall be charged against the Manufacturer's allocation.
- 4.7 These tests may be rescheduled, only one (1) time per declared test, subject to the ACO's/FIA's and/or IMSA's approval. In such instances, the Manufacturer must send a request at the latest by 2 p.m. CET, three (3) days before the first day of testing to the ACO/FIA and/or IMSA. The rescheduled test must be declared by the Manufacturer at the latest by 2 p.m. CET, fourteen (14) days before the first day of rescheduled testing (inclusive) and must be confirmed at the latest by 2 p.m. CET, three (3) days before the first day of rescheduled testing (inclusive) to the ACO/FIA and/or IMSA, unless otherwise approved by the ACO/FIA and/or IMSA. If the rescheduled test is then unused, the day(s) shall be charged against the Manufacturer's allocation.

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4.8 Allocations are limited as follows, per Manufacturer, per Championship entered:

- 2023: Four (4) days
- 2024: Three (3) days
- 2025: Two (2) days

5 TEAM TEST DAYS

5.1 Team Test Day limitations are expressed in numbers of car days: one (1) car on track equals one (1) day consumed.

5.2 This limitation is defined per Team and is not Championship-specific.

5.3 A team may invite any other team to join a test organised by the team in the interest of cost sharing. This includes Teams competing in other categories. Test Day(s) shall be charged against both the inviting and the invited Teams' allocations where applicable, and as per these Regulations. No team is entitled to refuse the participation of another team, unless the number of participants exceeds the maximum number of cars admitted on the circuit.

5.4 Team Test Days must be declared **by the organising team** at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) and must be confirmed at the latest by 2 p.m. CET, three (3) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA. After this confirmation deadline, it is prohibited to cancel or reschedule that Test Day and the Test Day shall be charged against the allocation. **Any team joining a declared test session must send a nominative declaration.**

5.5 Allocations are limited as follows, per team:

- 2023: Four (4) days
- 2024: Four (4) days
- 2025: Two (2) days

6 EARLY ADOPTER MANUFACTURER TEST DAYS ALLOCATION (2023 ONLY)

6.1 Paragraph 6 in its entirety is applicable only to Manufacturers who have cars homologated between June 2022 and March 2023. Paragraph 6 in its entirety will be removed from the 2024 Testing Regulations.

6.2 For Manufacturers eligible to this paragraph 6 in its entirety, the count of days will start from the homologation date of the car.

6.3 Allocations are limited as follows:

- Manufacturer Test Days: Ten (10) days per Manufacturer.
- Manufacturer Collective Test Days: Six (6) days per Manufacturer per Championship entered.

6.4 For Manufacturers having raced homologated cars prior to 31 December 2022, the allocations are limited as follows:







From January 2023 to June 2023 (6 months):

- Manufacturer Test Days: Five (5) days per Manufacturer.
- Manufacturer Collective Test Days: Three (3) days per Manufacturer per Championship entered.








From July 2023 to December 2023 (6 months):

- Manufacturer Test Days: Two (2) days per Manufacturer.
- Manufacturer Collective Test Days: Two (2) days per Manufacturer per Championship entered.

6.5 For Manufacturers that do not participate in the entire season calendar of the respective championships, the count of days for the Manufacturer Test Days is reduced as on the following proration table from the date of the first race entered:

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
										
NB : the days are cumulative		Minus 2 days	Minus 2 days	Minus 2 days	Minus 2 days	Minus 2 days				

6.6 For Manufacturers that do not participate in the entire season calendar of the respective championships, the count of days for the Manufacturer Collective Test Days is reduced as on the following proration table from the date of the first race entered:

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
										
NB : the days are cumulative		Minus 2 days	Minus 2 days	Minus 2 days						

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PART C – TESTING SUBJECT TO APPROVAL

7 TYRE MANUFACTURER TESTS

- 7.1 Subject to the approval and conditions set by the ACO/FIA and/or IMSA, the designated tyre manufacturer for the category may organise tyre testing.
- 7.2 The designated tyre manufacturer must submit its test plan to the ACO/FIA and IMSA no later than 1 December for the following calendar year, applicable for both the ACO/FIA and IMSA Championships.
- 7.3 The ACO/FIA and/or IMSA may request the designated tyre manufacturer to organise dedicated testing sessions.
- 7.4 Any Tyre Manufacturer Test not part of any ACO/FIA or IMSA sanctioned test, Manufacturer Test Day, or Manufacturer Collective Test Day, shall be in accordance with Team Testing, and counted against the testing team's allocation.

8 SPECIAL TESTING

- 8.1 Special Testing means testing, or activity organised by a Manufacturer or a team, including but not limited to: rollouts, straight line testing, wind tunnel testing, seven-post testing, commercial, VIP and/or media sessions.
- 8.2 On-track activity is limited to one (1) hour maximum, unless otherwise approved by the ACO/FIA and/or IMSA for extraordinary circumstances or events.
- 8.3 Special Testing is subject to the approval of the ACO/FIA and/or IMSA, which must receive the request at the latest by 2 p.m. CET, three (3) days before the beginning of the special testing or activity. The decision of the ACO/FIA and/or IMSA regarding approval of any Special Testing is final, and the ACO/FIA and/or IMSA are not obliged to provide justification in case of refusal.

8.4 Special Testing must be conducted on transport tyres supplied by the designated tyre manufacturer, and as approved by the ACO/FIA and/or IMSA.

Exemption: after confirmation from the ACO/FIA and/or IMSA, confidential tyres may be used for off-track testing (such as private wind tunnel or seven-post testing sessions). The Manufacturer or the team must clearly document the purpose of this special testing with confidential tyres.

9 SANCTIONED TESTS

9.1 Participation in Sanctioned tests scheduled by the ACO/FIA or IMSA is not counted against other Test Day allocations listed in these Testing Regulations.

9.2 Sanctioned test participation may be mandatory, as required by the ACO/FIA or IMSA.

9.3 FIA WEC Sanctioned tests, 2023 :

- 11- 12 March - Prologue
- 4 June - Le Mans Test
- 5 November - Rookie Test

9.4 IMSA Sanctioned Tests, 2023 :

- 20-22 January - ROAR before the 24
- 15-16 February - Sebring International Raceway
- 28-29 July - Indianapolis Motor Speedway
- 5-6 December - Daytona International Speedway

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