

Request number
(to be completed by the Committee Secretariat)

WEC_2023_R25_JOTA_Pit_lane_safety

APPLICANT INFORMATION

Type of applicant: ☒ Team ☐ Manufacturer ☐ Other:

Licence name: Hertz Team JOTA

Applicant name: Tomoki Takahashi

Quality:

Email address: t.takahashi@jotagroup.com

Date: .06.23

CATEGORY

☐ Hypercar ☐ LMP2 ☐ LMGTE Am

CAR MODEL

PURPOSE OF THE REQUEST

For the safety of team members working in pit lane, please could the comite clarify the wording in 12.1.1

“12.1.1 Competitor installations in the pit and the pit lane

Cars may not enter or leave the pits or their pit stop position in a way that could endanger pit lane personnel or another car and driver.

Cars may be released only if it is safe to do so. An additional penalty may be assessed if, in the opinion of the stewards, a driver continues to drive a car knowing it to have been released in an unsafe condition.”

From our understanding, mechanics and car controllers are not considered as pit lane personnel. If this understanding is correct, it is not actually prohibited to endanger mechanics and car controllers of a competitor in the working lane. Please could the comite clarify the safety approach for everybody who is by regulation allowed in the pit-lane during sessions and, consequently, how a driver should behave after endangering team personnel?

In case it is agreed that team personnel cannot be endangered, then should hurting pit or team personnel need to be looked at with a more severe approach?

APPLICABLE REGULATION

- ☒ 2023 FIA WEC Sporting Regulations
☐ 2023 Le Mans Hypercar Technical Regulations
☐ 2023 LMDh Technical Regulations
☐ 2023 Technical Regulations for LMP2 Prototype Homologated in 2017
☐ 2023 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016
☐ Other:

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

APPLICABLE REGULATION (TO BE COMPLETED BY THE COMMITTEE)

- ☒ 2023 FIA WEC Sporting Regulations – **Article: 12**
- ☐ 2023 Le Mans Hypercar Technical Regulations – **Article:**
- ☐ 2023 LMDh Technical Regulations – **Article:**
- ☐ 2023 Technical Regulations for LMP2 Prototype Homologated in 2017 – **Article:**
- ☐ 2023 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016 – **Article:**
- ☐ Other:

DECISION (TO BE COMPLETED BY THE COMMITTEE)

- ☐ **Accepted**
- ☐ **Accepted (conditional – see comments below)**
- ☐ **Rejected**
- ☐ **Suspended**
- ☒ **Other: see comments below**

Date: 05/07/2023

COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

Mechanics and car controllers are considered as pit lane personnel.
The driver must be responsible for the car and is not allowed to endanger anyone.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- ☒ **with immediate application**
- ☐ from:

And is applicable:

- ☒ **until further notice**
- ☐ for the above-mentioned Competition only