

**Request number**  
(to be completed by the Committee Secretariat)

**WEC\_2023\_R26\_Toyota\_Gazoo\_Racing\_Pit\_lane\_safety**

#### APPLICANT INFORMATION

**Type of applicant:** ☒ Team ☒ Manufacturer ☐ Other: .....

**Licence name:** TOYOTA GAZOO RACING

**Applicant name:** John Steeghs

**Quality:** Team Manager

**Email address:** john.steeghs@tgr-europe.com

**Date:** 06-07-2023

#### CATEGORY

☒ Hypercar ☐ LMP2 ☐ LMGTE Am

#### CAR MODEL

#### PURPOSE OF THE REQUEST

Dear WEC Committee,

While the intentions regards safety in the pit lane are made fully clear by “Decision D0051”, we would like to better understand how this ban of automatic starting procedures will be policed.

It would be straight forward for teams to implement a random minimal automatic reaction time after the nozzle or jacks flags, so we believe it is not enough to use only telemetry data for this policing.

- Decision D0051 states:  
The engine (ICE and any electrical motor providing torque to the axles) start command must be given by the driver once the refueling or other operations are complete, and **when safety conditions are met.**
- Art. 12.2.2 e) states:  
The car controller is responsible for allowing the car **to leave the working area safely.**

Conclusion should be that any action to start the car (engine starter activation, throttle pedal) and ultimately the car movement should be referenced to the controller lifting the lollipop (after making sure that nozzle is disconnected, car is on its wheels, mechanics are behind the line and pit lane is clear).

This could be monitored by the pit lane marshals, with the mandatory FIA pit-lane camera as back up.

Could you advise your opinion on this topic?

We would be grateful if you could circulate your clarification to all teams in time before Monza race.

## 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: .....

## APPLICABLE REGULATION (TO BE COMPLETED BY THE COMMITTEE)

- ☒ 2023 FIA WEC Sporting Regulations – **Article: 12.2.1**
- ☐ 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: 19/07/2023

## COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

The WEC Committee will amend #D0051 as follow:

*In order to improve safety during pitstop operations and to avoid automatic engine (ICE and any electrical motor providing torque to the axles) starts at the end of refueling or other operations, it is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies.*

*The engine (ICE and any electrical motor providing torque to the axles) start command must be given by the driver, once the refueling or other operations are complete, and when safety conditions are met, in compliance with Article 12.2.2.*

## 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