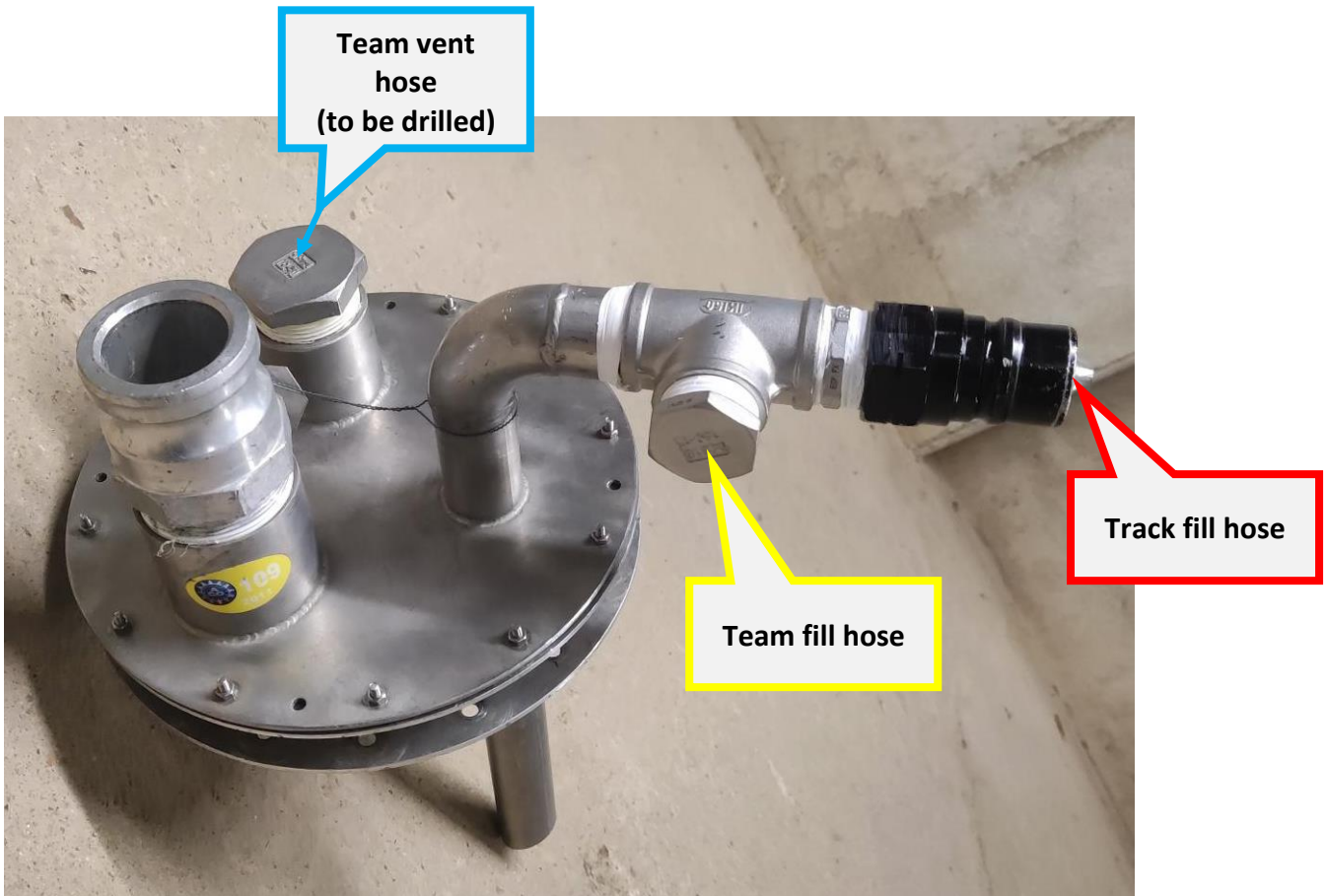


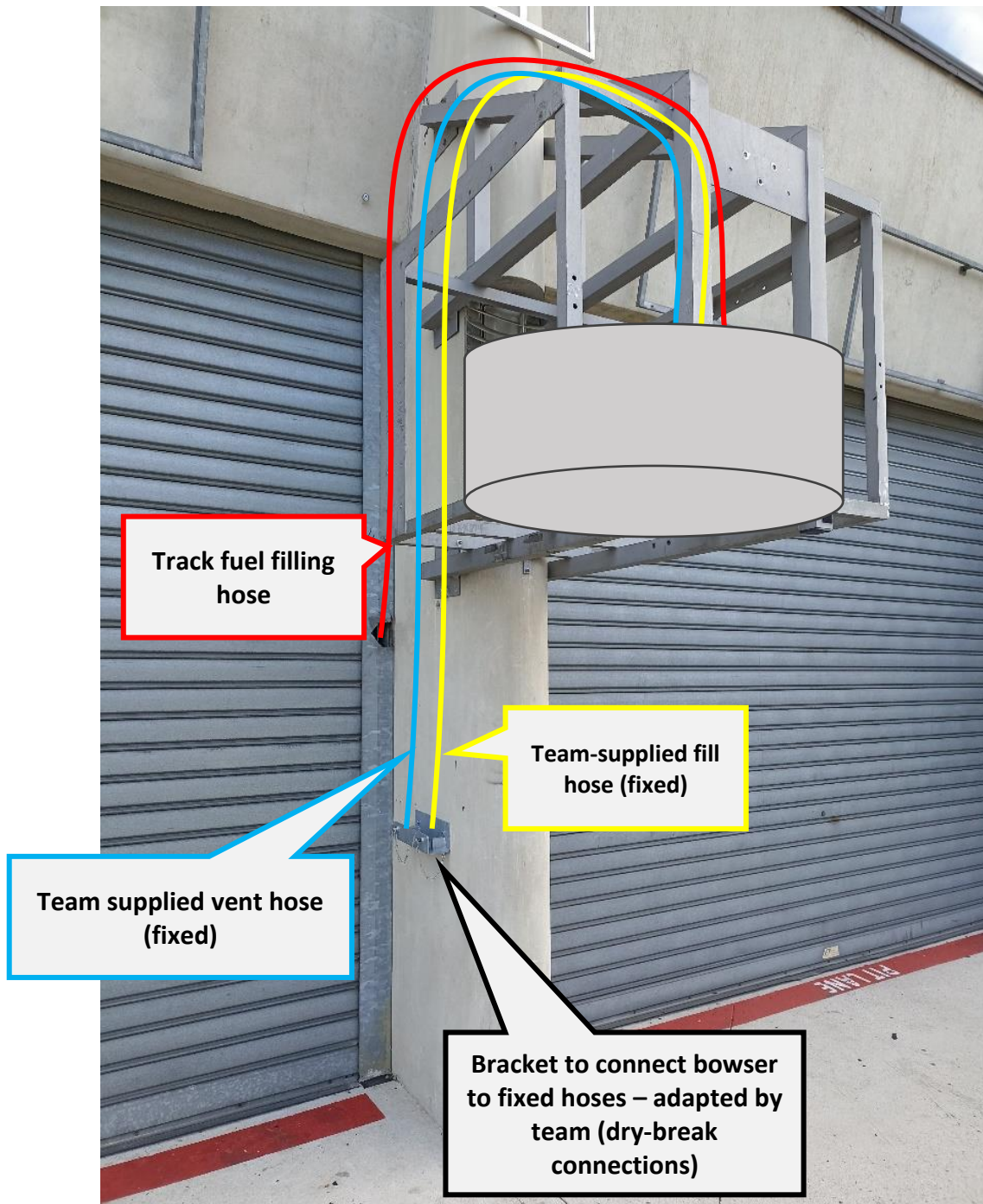
TO: Teams Manufacturers
CATEGORY: Hypercar LMGT3 LMP2
DATE: 07/06//2024 **FROM:** The WEC Committee
SUBJECT: Fuel handling and storage for the Le Mans Competition – amended_v2

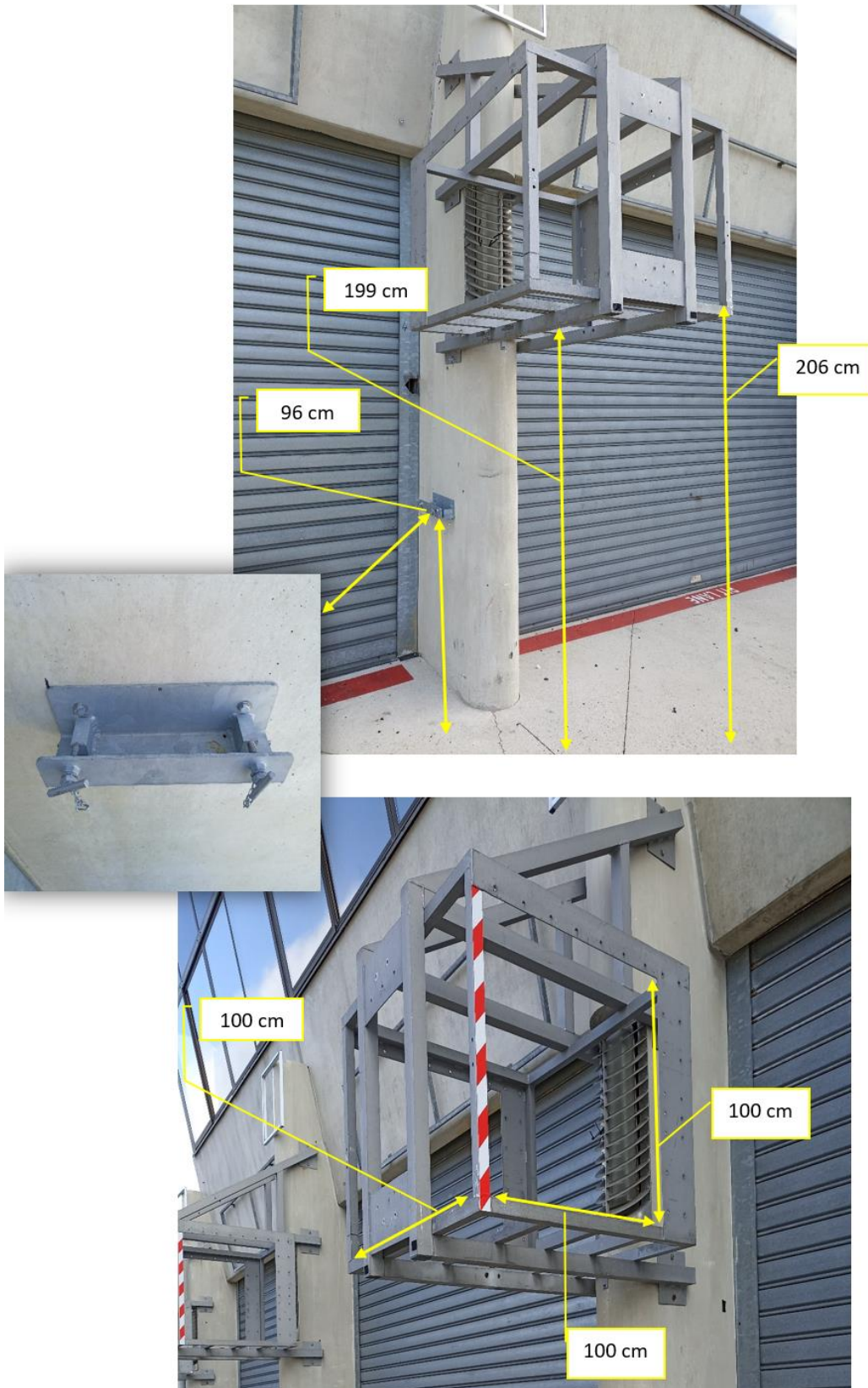
INFORMATION

Details regarding fuel handling and filling of the autonomous tank using the temporary tank for the Le Mans competition are detailed below.

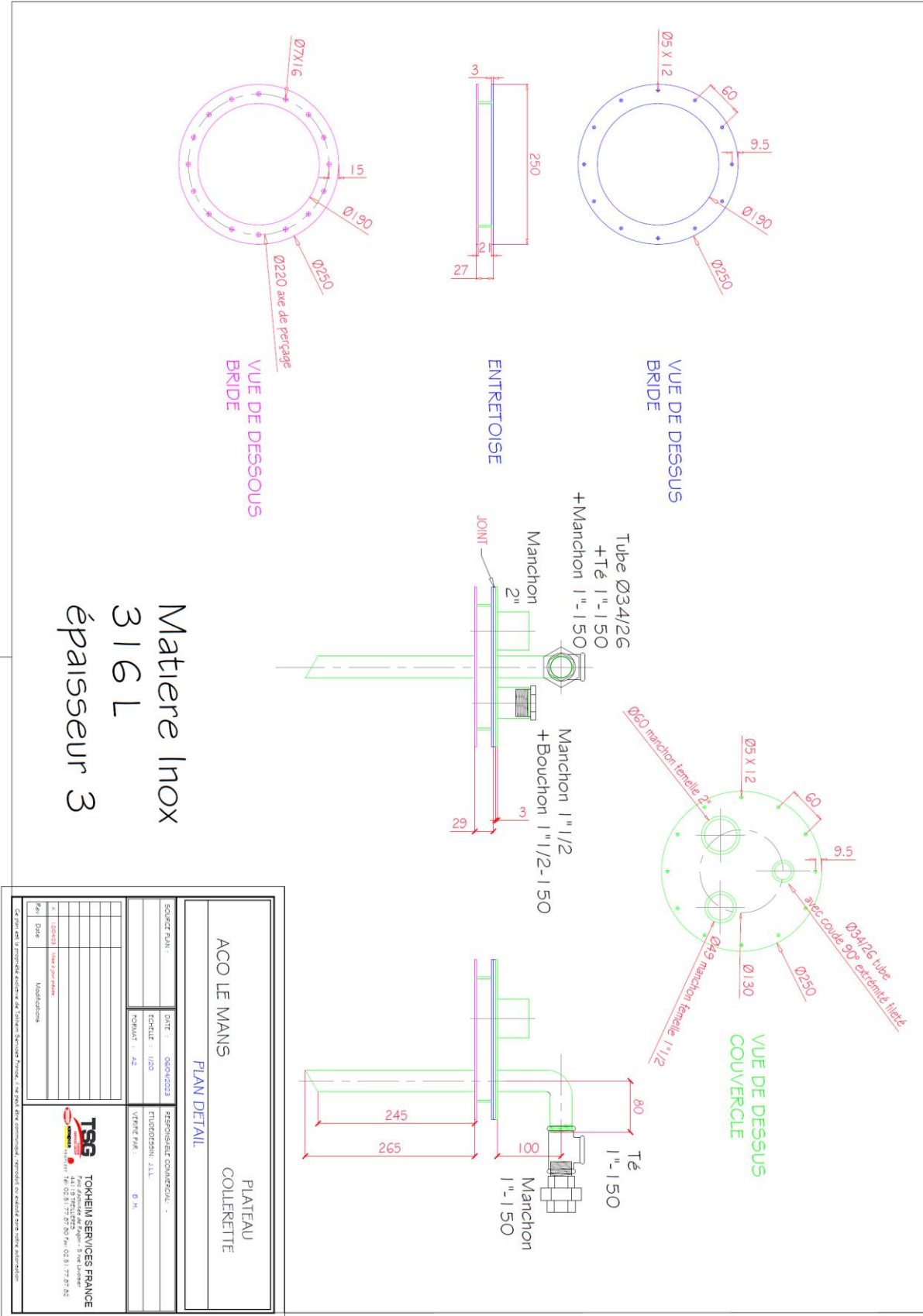
- ~~1- During the race, from 2AM to 6AM, it may be necessary to fill the autonomous tank using the temporary tank. Filling using the temporary tank will only be permitted during these times. In garages A&B, 14, 15, 16, 26, 27, 28 filling using the temporary tank will be required for the entire event.~~
- 1- During the entire competition (including the test day):
 - Other than garages A&B, 14, 15, 16, 26, 27, 28 filling of the autonomous tank shall only be via the direct supply from the underground dedicated fuel storage, with the exception in the race between 2am and 6am when filling using the temporary tank will be permitted. During this time only, the maximum amount of fuel stored in drums in the team's garage is 200L per car in each garage. All other time no fuel may be stored in drums in any part of the teams allocated paddock area.
 - For garages A&B filling of the autonomous tank shall only be via the temporary tank, this tank in turn shall only be filled from drums stored in the dedicated fuel storage area for these garages. The maximum amount of fuel stored in drums in this area shall be 400L per car in each garage.
 - For garages 14, 15, 16, 26, 27 and 28 filling of the autonomous tank shall only be via the temporary tank, this tank in turn shall only be filled from drums stored in the team's garages, structures directly behind their garages or any location satisfactory to the fire department. The maximum fuel stored in drums in this area shall be 400L per car in each garage.
- 2- ~~In this period~~, The fuel will be provided by the official fuel supplier in 200L and/or 50L drums. It is the responsibility of the competitor to ensure the transfer of fuel from the drums to the temporary tank, using all the appropriated safety measures.
- 3- Each competitor must declare before June 1st 2024, to the official fuel supplier (thomas.fritsch@totalenergies.com, cc d.hache@lemans.org & fvanertvelde@fia.com) their estimated fuel usage quantity for the warmup and the race to predict the correct amount of drums that will be provided.
- 4- Refilling of the autonomous tank must be carried out using the autonomous tank closing plate. The plate allows for connection of the temporary tank's filling and venting tubes:







5- Details of the plate and layout are presented below:





Industrie

Agro-Alimentaire

Pharmaceutique

Visserie

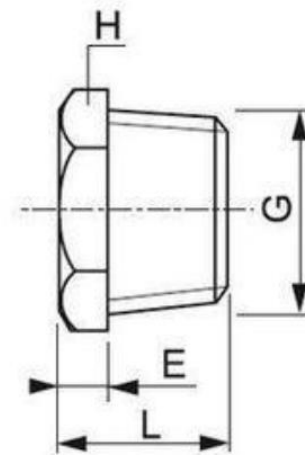
FGinox

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Raccords et accessoires filetés ISO → Bouchons

Mâles tête hexagonale 316L usinés

DIN 2986



I.BM_G

DN	G	L (Gaz/NPT)	E	H	Poids (Kg)	Raccordement	Réf.	Raccordement	Réf.
5	1/8"	13	5	10	0,01	Gaz/BSP	BM5G	NPT/BRIGGS	BM5B
8	1/4"	15-16	5	14	0,015	Gaz/BSP	BM8G	NPT/BRIGGS	BM8B
12	3/8"	15-16	5	19	0,03	Gaz/BSP	BM12G	NPT/BRIGGS	BM12B
15	1/2"	20-21	7	23	0,055	Gaz/BSP	BM15G	NPT/BRIGGS	BM15B
20	3/4"	22-23	7	27	0,095	Gaz/BSP	BM20G	NPT/BRIGGS	BM20B
25	1"	23-25	7	36	0,165	Gaz/BSP	BM25G	NPT/BRIGGS	BM25B
32	1"1/4	27-28	8	46	0,31	Gaz/BSP	BM32G	NPT/BRIGGS	BM32B
40	1"1/2	30-32	10	50	0,44	Gaz/BSP	BM40G	NPT/BRIGGS	BM40B
50	2"	34-36	11	60	0,795	Gaz/BSP	BM50G	NPT/BRIGGS	BM50B
65	2"1/2	37	12	78	1,34	Gaz/BSP	BM65G	NPT/BRIGGS	BM65B
80	3"	42	12	92	2,115	Gaz/BSP	BM80G	NPT/BRIGGS	BM80B
100	4"	47	12	118	3,84	Gaz/BSP	BM100G	NPT/BRIGGS	BM100B

Nos raccords unions à joint conique sont usinés dans la barre. Ils ont une PMS de 64 bars jusqu'au DN50 et de 40 bars au-delà de DN50 pour de l'eau à température ambiante

Les cotes d'encombrement sont susceptibles de varier. En cas de cotes impératives, merci de nous consulter.



Industrie

Agro-Alimentaire

Pharmaceutique

Visserie

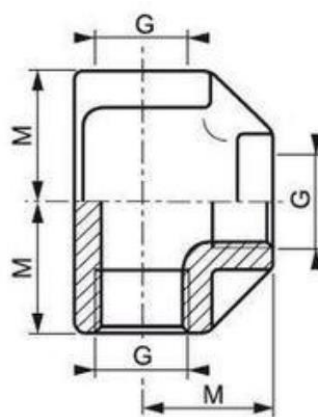
FGinox

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Raccords et accessoires filetés ISO → Tés et croix

Tés femelles 316

DIN 2986



I.TE_G

DN	G	M	Poids (Kg)	Raccordement	Réf.	Raccordement	Réf.
5	1/8"	17	0,033	Gaz/BSP	TE5G	NPT/BRIGGS	TE5B
8	1/4"	20	0,050	Gaz/BSP	TE8G	NPT/BRIGGS	TE8B
12	3/8"	24	0,069	Gaz/BSP	TE12G	NPT/BRIGGS	TE12B
15	1/2"	28	0,085	Gaz/BSP	TE15G	NPT/BRIGGS	TE15B
20	3/4"	32	0,121	Gaz/BSP	TE20G	NPT/BRIGGS	TE20B
25	1"	38	0,185	Gaz/BSP	TE25G	NPT/BRIGGS	TE25B
32	1"1/4	45	0,310	Gaz/BSP	TE32G	NPT/BRIGGS	TE32B
40	1"1/2	50	0,385	Gaz/BSP	TE40G	NPT/BRIGGS	TE40B
50	2"	58	0,630	Gaz/BSP	TE50G	NPT/BRIGGS	TE50B
65	2"1/2	70	1,150	Gaz/BSP	TE65G		
80	3"	78	1,720	Gaz/BSP	TE80G		
100	4"	97	2,860	Gaz/BSP	TE100G		

Nos raccords unions à joint conique sont usinés dans la barre. Ils ont une PMS de 64 bars jusqu'au DN50 et de 40 bars au-delà de DN50 pour de l'eau à température ambiante

Les cotes d'encombrement sont susceptibles de varier. En cas de cotes impératives, merci de nous consulter.



Industrie

Agro-Alimentaire

Pharmaceutique

Visserie

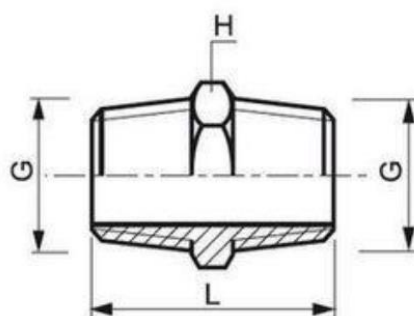
FGinox

www.fginox.fr

Raccords et accessoires filetés ISO → Mamelons

Mamelons hexagonaux 316

*2 plats de serrage



I.MH_G

DN	G	L	H	Poids (Kg)	Raccordement	Réf.	Raccordement	Réf.
5	1/8"	25	12	0,007	Gaz/BSP	MH5G	NPT/BRIGGS	MH5B
8	1/4"	33	15	0,016	Gaz/BSP	MH8G	NPT/BRIGGS	MH8B
12	3/8"	35	20	0,022	Gaz/BSP	MH12G	NPT/BRIGGS	MH12B
15	1/2"	42	23	0,041	Gaz/BSP	MH15G	NPT/BRIGGS	MH15B
20	3/4"	48	29	0,062	Gaz/BSP	MH20G	NPT/BRIGGS	MH20B
25	1"	52	36	0,099	Gaz/BSP	MH25G	NPT/BRIGGS	MH25B
32	1"1/4	58	46	0,156	Gaz/BSP	MH32G	NPT/BRIGGS	MH32B
40	1"1/2	58	52	0,203	Gaz/BSP	MH40G	NPT/BRIGGS	MH40B
50	2"	64	63	0,350	Gaz/BSP	MH50G	NPT/BRIGGS	MH50B
65	2"1/2	74	80	0,484	Gaz/BSP	MH65G		
80	3"	86	95	0,677	Gaz/BSP	MH80G		

Nos raccords unions à joint conique sont usinés dans la barre. Ils ont une PMS de 64 bars jusqu'au DN50 et de 40 bars au-delà de DN50 pour de l'eau à température ambiante

Les cotes d'encombrement sont susceptibles de varier. En cas de cotes impératives, merci de nous consulter.

6- The installation of this plate and all hoses must be approved by the scrutineers before the beginning of the test day

~~7. The maximum quantity of stock fuel authorised per car in each garage is 400 litres. This fuel must be stored near the door, on the paddock side and an extinguisher must be permanently placed near the fuel drums and/or the temporary tank.~~

7- Pumping from supply drums, transfer to autonomous tank and filling must be carried out with the temporary tank described in the applicable Technical Regulations.

No handling of fuel is permitted in the pit except with this temporary tank.

PERIOD OF VALIDITY/APPLICATION OF THE INFORMATION

This INFORMATION is applicable:

- until further notice
- for the mentioned event(s) only: 24 Hours of Le Mans**