

TO: Teams Manufacturers

CATEGORY: Hypercar LMGT3 LMP2

DECISION N°: WEC_2024_D40_All_Tyres_pressure_and_camber_LE MANS

DATE: 31/05/2024 **FROM:** The WEC Committee

SUBJECT: Hypercar, LMP2 & LMGT3 Tyre Pressure & Camber for Le Mans Competition

APPLICABLE REGULATION

Article 6.5.3 2024 FIA World Endurance Championship Sporting Regulations

DECISION

As per Article 6.5.3 of the FIA World Endurance Championship Sporting Regulations, the Technical Delegates will monitor relative tire pressure and static camber values of cars.

Reference tire pressures and cambers for dry-weather tyres are provided by the designated tire suppliers in the following tables.

Checks can be performed at any time by (without it being limited to): the Technical Delegates, their assistants, judges of fact, tire supplier personnel.

Tire pressure monitoring

Tire pressure will be monitored using tire pressure monitoring sensors ("TPMS") and manual gauge readings (LMP2 only). The TPMS signal will be randomly checked with manual gauge readings by scrutineers and/or tire manufacturer technicians. If the TPMS signal is higher compared to the manual gauge reading by more than 0.03 bar, it will be reported to the stewards.

The minimum stabilized tire pressure requirement will be deemed to be the average hot tire pressure over one full lap when lap-to-lap pressure variation is $\leq 1\%$ when track under green flag status.

Tyre pressure control in the pit box (static measurement – LMP2 only):

At any time, upon the request of the Technical Delegate, and under the supervision of an Official, a tyre manufacturer technician will perform a manual static tyre pressure check.

When instructed by the official, a competitor must make the wheels and tyres available for measurement in an area designated by the Officials. At that time, the tyres will be considered fully under the tyre manufacturer's control. Competitors must comply in full cooperation with the official's expectations.

Wheels and tyres must be placed in a horizontal and non-stacked position, with each valve stem facing up and with the valve cap in place.

The tyre manufacturer's measurements are the only official measurements of static tyre pressure.

Competitors must not influence the tyre pressure in their last laps before coming to the pits (as examples and not limited to: changing brake balance strategy, changing recovery strategy, changing the brake/throttle crossing application ...).

This process will not be used if the track is yellow/red within the last 3 laps prior to a Competitor pitting.

For the sake of clarity the pitlane position will not be taken into account.

Camber monitoring

The car will be checked, using the Technical Delegates' reference scales, as it has come out of Parc Fermé with no driver and with tire pressures set to the tyre manufacturer's minimum authorized relative pressure.

The tolerance for the camber gauge is set to 0.1°.

HYPERCAR:



HYPERCAR

Technical tyre Requirement

WEC 24h Le Mans 2024

V1-2024/05/27

Minimum FRONT Stabilized Relative Pressure	2.0b = 29.0psi
Minimum REAR Stabilized Relative Pressure	2.0b = 29.0psi
Minimum FRONT camber at static ride height**	-2.7°
Maximum FRONT camber at static ride height**	-1,0°
Minimum REAR camber at static ride height**	-2,0°
Maximum REAR camber at static ride height**	-1,0°

(**) as example, if the minimum static camber is -3°, competitors may run at -2°5 and must not run at -3°5 of camber angle



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LMP2:



Goodyear instructions – 24H of Le Mans 2024

All LMP2 competitors must adhere to the pressures and cambers set out by Goodyear in the table below:

	<i>Le Mans</i>
<i>Minimum FRONT Stabilized Relative Pressure</i>	<i>2.00 bar</i>
<i>Minimum FRONT Static Relative Pressure</i>	<i>1.95 bar</i>
<i>Minimum REAR Stabilized Relative Pressure</i>	<i>2.00 bar</i>
<i>Minimum REAR Static Relative Pressure</i>	<i>1.95 bar</i>
<i>Minimum FRONT camber at static ride height</i>	<i>-2.2 °</i>
<i>Maximum FRONT camber at static ride height</i>	<i>-</i>
<i>Minimum REAR camber at static ride height</i>	<i>-1.3 °</i>
<i>Maximum REAR camber at static ride height</i>	<i>-</i>



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LMGT3:



Goodyear instructions – 24H of Le Mans 2024

All LMGT3 competitors must adhere to the pressures and cambers set out by Goodyear in the table below:

	Le Mans
Minimum FRONT Stabilized Relative Pressure	1.85 bar
Minimum FRONT Static Relative Pressure	-
Minimum REAR Stabilized Relative Pressure	1.85 bar
Minimum REAR Static Relative Pressure	-
Minimum FRONT camber at static ride height	-3.2 °
Maximum FRONT camber at static ride height	-
Minimum REAR camber at static ride height	-2.2 °
Maximum REAR camber at static ride height	-

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