

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMGT3

**DECISION N°:** WEC\_2025\_D06\_Hypercar\_Technical\_information\_Amended

**DATE:** 11/04/2025 **FROM:** The WEC Committee

**SUBJECT:** Technical information for the Hypercar category

## APPLICABLE REGULATION

- 2025 Le Mans Hypercar Technical Regulations
- 2025 LMDh Technical Regulations
- 2025 FIA World Endurance Championship Sporting Regulations

## DECISION

## REFUELLING EQUIVALENCE

- 1- During the race, the maximum cumulative deployed energy per stint (PPUEnergyStint) must be lower than the value described in the BOP table. The oversight will be based on the principle of a virtual energy tank store represented as PPUEnergyTank in the strategy.
- 2- The energy consumption will be calculated from the integral of the driveshaft torque sensors.
- 3- That energy will be considered from pit-out to pit-in.  
For the first stint, the energy will count from the start-finish line at the start of the race (PPUEnergyTank = PPUEnergyStint).
- 4- For last stint, the energy calculation will stop at on the finish line at the chequered flag.
- 5- If PPUEnergyTank drops below 0 a penalty will need to be taken following infringement table in Appendix 4 of the Sporting Regulations and the deficit of PPUEnergyTank needs to be compensated at next pitstop at the rate defined by PPUEnergyFlow.
- 6- When the refueling hose is connected PPUEnergyTank will increase by the rate defined by PPUEnergyFlow in MJ/s which corresponds to PPUEnergyStint/40s.
- 7- At each refueling connection the car must be connected by an 'additional docking time' before triggering the PPUEnergyTank refill. This is to compensate for different car technologies.  
This 'additional docking time' will not count for the PPUEnergyTank calculation and will be defined in the BoP.
- 8- It is the Competitor's responsibility to ensure that the sensor's signal is correct. Any failure to do so will result in an immediate obligation to fix the problem. Any power cycle done during refuelling will result in a not compliant refuelling time.

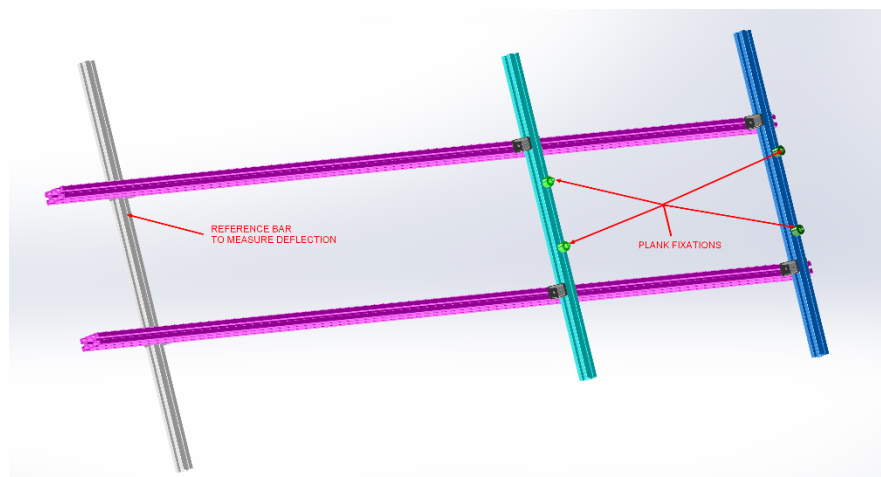
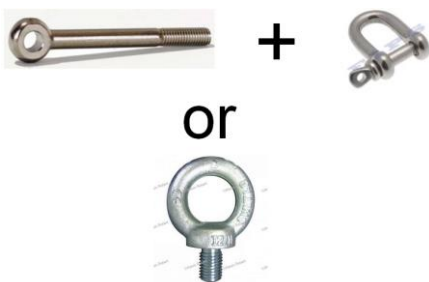
## BODYWORK DEFLECTION TEST

We remind all Hypercar Competitors that, for scrutineering reasons, they must always have at the track the tools required to achieve all the deflection tests.

These tools should all have been previously tested fitted to be perfectly operational:

DEFLECTION TEST	Art. LMH	Art. LMDh	TOOLS REQUIRED
Splitter	3.8.2	3.10.2	8 x M5 eye + ref.frame (see #a)
Front skid block	3.8.5	3.10.8	-
Rear skid block	3.8.6	3.10.9	-
Bodywork gurney	3.8.3	3.10.3	Adapter (15mm)
Rear mainplane	-	-	Adapter (50mm)
Rear flap	-	-	Adapter (15mm)
Rear wing + trans.plates	3.8.7	3.10.7	6 x Adapter(200mm) + trans.plate adaptor + ref.frame
Rearmost part of rear wing	3.8.4	3.10.6	Adapter (15mm)
Rear flap gurney	-	-	Adapter (30mm)

Tools for splitter deflection test:



## TAPE ON BODYWORK

The WEC Committee would like to clarify the list of bodywork taping allowance with the table below:

Area	Teams can use tape in WEC race events	Notes
Cockpit cooling	Taping from outside, only when wet tires fitted.	Only designated cockpit cooling ducts can be blanked - as per WT configuration.
Brake coolings	As homologated	Front and Rear Brake Blanking is fixed to the homologated min and max values throughout the ADD range. Intermediate values between min-max are permitted.
Engine intake within 'snorkel'	N	
Other coolings	N	All other cooling to remain fully open as homologated. Performance-critical.
Door seals	N	Safety-critical
Door handles	N	Safety-critical
Tow hooks	N	Safety-critical
Fuel filler lid	N	Safety-critical
Wiper	N	Safety-critical
Handles, latches, -lifting bar holes	N	Safety-critical
Other bodywork splits required for safety access	N	Safety-critical
Air jack holes	N	Safety-critical
Battery drain hole	N	Safety-critical
Splitter and RW assembly jig mounting holes	Optional	
RW - holes and splits to pillars and endplates	Optional	
Gap btw. engine cover Fin and RW pillars	Optional	
ADD adj. mechanisms or fixings	Optional	
Headlights, rear lights	Optional	
Interfaces btw. heat exchangers and their ducts	Optional	
Skid block edges, fixings and splits	Optional	
All floor and diffuser split lines	Optional	
Any component attached to the wishbones (cables, etc.)	Optional	
Mounting faces of strakes, tuning vanes etc	Optional	
All other to body splits in general	Optional	Only where safety not an issue, at FIA/ACO's discretion
Driveshaft chassis, brake duct or bodywork through holes	N/A	
Pressure tappings	N/A	Teams should not be running p-tapped floors
Wind tunnel modifications	N/A	

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## 3D SCANNING CAD DATA AND EQUIPMENT

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3D Scanning spheres shall conform to the following requirements-

- Spheres must be screwed on to each (LMH – 3 positions. LMDh – 4 positions) datum point underneath the car
- When screwed on the datum points, 100% on each sphere must be clearly visible from all point of views
- Technical requirements of each sphere:
  - Spherical radius of 18mm nominally +/-0.15mm.
  - Equatorial face coincident with the spherical center within +/-0.05mm
  - Black mat or White mat anodized finish
  - A free area (out of the sphere itself) must be dedicated for place a FIA sealing sticker

A dedicated CAD of the sphere must be provided as well.

3D Scanning CAD Data shall conform to the following requirements-

- .STEP File type of model according to ISO10303-21
- Maximum size of File 750 MB
- Crash box visible
- Wheel hubs and Wheels visible
- Reference datum must be present according to WEC\_3D\_Scan\_Sphere\_Requirements\_2025\_REV\_2
- Reference datum artifacts visible in CAD models
- CAD models to be without internal parts
- Define metric coordinates [ Si Metric ] of reference points - center point of a sphere of size D= 36 mm. The layout should be supplied as a 2D drawing.
- CAD files to be uploaded prior to 14<sup>th</sup> February 2025.

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## LMH Front skid block deflection test

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*With immediate effect, the following wording shall supersede that given by Article 3.8.5 of the LMH Technical Regulations:*

### **Front skid block**

The front part of the skid block must deflect no more than 5mm vertically when a 2500 N load is applied vertically at any point of the friction surface. The load will be applied in an upward direction using a 50 mm diameter ram.

The front part of the skid block may deflect no more than 15 mm vertically when a load able to lift the front wheels from the ground is applied.

Stays or structures between the front of the bodywork lying on the reference plane and the survival cell may be present, provided they don't allow non-linear deflection or speed dependant deflection during any part of both tests including the release of the load.

## CONTROL DIAGRAMS

Control Diagrams are used to assist the monitoring of the compliance with the technical and sporting regulations and are available at following link:

Hypercar Control V09:

<https://fiabox.fia.com/views/public/lienPublic.xhtml?id=8655&hash=c677d6571b03e03f9a5e6c39f8fd3543ed909d4c>

Password: upon request

Sporting Control V05:

<https://fiabox.fia.com/views/public/lienPublic.xhtml?id=8568&hash=3102028c8422fb567d5bddf667af3d14146be882>

Password: upon request

Control diagrams are related to following regulations articles, but not limited to :

- Power check (Art. 5.1.2 of the Technical Regulations)
- Energy per stint (Art. 5.1.1 & 6.8 of the Technical Regulations)
- Differential usage (Art. 9.11 of the Technical Regulations)
- ERS Specification (Art. 5.3.2 of the Technical Regulations)
- Speed under FCY/VSC (Art. 14.5.1 14.7.1 of the Sporting Regulations)
- Any other system deemed necessary for control purposes

These control diagrams (algorithms) can be modified if required.

### Notice:

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## 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