



FIA World Endurance Championship Round 4 – 24 Hours of Le Mans 2025 June 07th - 15th

From: The Stewards
To: Team Managers

Bulletin no. 2
Date: 9 June 2025
Time: 20:00

• MODIFICATIONS OF THE 24 HOURS OF LE MANS SUPPLEMENTARY REGULATIONS

The Race Director and the Clerk of the Course requested the Stewards to amend the articles bellow on safety grounds. According to article 11.9.3 b) of International Sporting Code, the Stewards decide to modify the following articles of the 2025 24h of Le Mans Supplementary Regulations.

Article 14.6.4 Pit lane discipline

Once the Safety car procedure will be deployed and until the “merge behind one safety car” stage, any car entering the pit lane will only be allowed on track, at the earliest, after the last car behind the next Safety Car passes Safety Car Line 2, this principle also applies in case the Safety Car has to go through the pit lane when a car stops in its working area. It is the Competitor’s responsibility to release the car at the moment the car is allowed on track.

At the beginning of the procedure

If a car is in the pit lane when the Safety Car procedure is deployed, this car will be allowed on track after the first passing of Safety Car A and the queue of cars following it.

If a car enters the pit lane after the Safety Car procedure is deployed, this car will be allowed on track at the earliest after the first passing of Safety Car B and the queue of cars following it.

Penalty: 3 minutes stop and go

This discipline also applies in case of alternative Safety Car procedure (14.7).

Article 14.6.8 Exiting the pit lane under the Safety Car

While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on, in full compliance with article 14.6.4.

At the start of the procedure, when the Safety Car enters the track, the pit lane exit will be closed and will be opened again on instructions from race management Director.

Then the pit lane exit will be closed at any time and will open only once the last car in the queue after a Safety Car will have crossed the Safety Car Line 2, to allow cars at pit exit to rejoin the track. at all times, except from when one Safety Car crosses Safety Car Line 1 until the last car of the line of cars following it crosses Safety Car Line 2.

A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

A handwritten signature in blue ink, consisting of a long horizontal stroke followed by a vertical line and a small loop.

Jean-Francois VEROUX
Chairman of the Panel

A handwritten signature in blue ink, featuring a stylized 'M' followed by a series of loops and a horizontal line.

Michael SCHWÄGERL
International Steward

A handwritten signature in blue ink, showing a stylized 'C' followed by a series of loops and a horizontal line.

Chris GEFFROY
National Steward