



2026 24 HOURS OF LE MANS APPENDIX BRIEFING NOTES

PIT LANE PROCEDURES

- 1) Maximum speed in pit lane: 60 km/h.
- 2) Red / green at pit exit must be respected at all times.
- 3) If the red light is on at pit exit: any car waiting at pit exit must stop before the RFID or 3 meters before the pit exit line.
- 4) Unless instructed otherwise by Race Control, cars will access the working lane 5 minutes before the start of a session; and cars will access the fast lane 3 minutes before the start of the session. The same will apply before opening the pit exit to access the grid before the race.
- 5) From the moment cars are allowed in the working lane before a session, article 12 of the Sporting Regulations applies.
- 6) Cars can be stopped by scrutineering at any time; drivers must respect the signal of the scrutineers.
- 7) It is forbidden to place timing devices and/or beacons less than 3 meters from the official timing systems.
- 8) Pit lane markings must be removed at the end of the race.

GENERAL SAFETY AND INCIDENT PROCEDURES

- 9) If during a Red Flag, Safety Car, Slow Zones or Full Course Yellow procedures, your car encounters a problem: you must instruct your driver to clearly leave the racing line immediately.
- 10) In case of accident:
 - Do not stay on the radio: this can lead to unnecessarily deploying medical services or may result in a Red Flag.
 - If the car cannot continue:
 - The driver, when safe to do so, will leave the car as soon as possible.
 - The driver must help the recovery operations.
 - Car must be left in neutral with the steering wheel in position.
 - If the car can continue: the driver must stay in the car so that the marshals can hoist the car to a safe place.
 - If the Impact Warning Light also known as “medical light” signal is activated, the driver must be examined by the medical services without delay.
- 11) When going through a gravel / run off area:
 - Zig-Zag your car off track and make break tests before rejoining to drop the gravel / dirt off the line.
- 12) If the car is stopped for technical reasons, the scrutineers will release the car when they are satisfied with the repairs.
- 13) In Hypercar category, it is the responsibility of a competitor to ensure that the car is electrically safe at all times. The car must either have the ERS operating light illuminated (green light) or have a distinctive sign (green hat) visible to all. This sign cannot be removed until the ERS lights is green.

ON TRACK DRIVING STANDARDS

- 14) Respect across all categories.
- 15) Blue flags (Appendix H ISC Article 2.5.5.e) are to be respected at all times.
- 16) Except during qualifying, it is up to the faster car to find a way to overtake in traffic: slower cars should stick to the racing line. During qualifying if you are not on a hot lap, make sure you are using your mirrors, and do your best to stay out of the way.
- 17) Discord may be used between competitors to anticipate blue flags in the dedicated Discord channel. It is the Team Manager's responsibility to inform the driver about the traffic.
- 18) Track limits must be respected at all times.
 - Track limit violations will be monitored and listed on a timing page.
 - Track limits are counted by driver by session. The race is considered as one session.



YELLOW AND DOUBLE YELLOW FLAGS – Appendix H of the ISC Article 2.5.5.b

- 19) A Waved Yellow flag(s) means danger.
- 20) Reduce your speed. Forbidden to overtake until clear of the green flag.
- 21) Double Waved Yellow Flags may also mean that marshals and/or vehicles may be exposed, drivers must be ready to stop.
- 22) The onus of proving that any flag is respected is solely on the driver.
- 23) The Stewards may penalise a driver if the driver fails to meet any of the following criteria:
 - Not slowing down at the entry of the zone.
 - Not slowing down at the point of the incident.
 - Not slowing down from the point of the incident until passing the green flag.

SAFETY CAR

- 24) Weaving to maintain tyre temperature is forbidden in the area(s) affected by the incident(s).
- 25) Weaving to maintain tyre temperature is forbidden during the pass around procedures.
- 26) Maximum distance between two consecutive cars is 5-car length gap.

PIT ENTRY BEHAVIOUR

- 27) Regarding the pit entry closed light, in case of failure of the hardware system, Race Control will do its best to inform the Competitors immediately via radio and message on the timing monitor.
- 28) For the purpose of Articles 14.5.2 (FCY) and 14.6.5 (SC), the pit entry closed light system is considered as a help for the driver.
- 29) However, for the purpose of Article 12.2.1 if the light is activated, the light must be respected at any moment.
- 30) Driver changes are not allowed during emergency pit stops. For the purpose of driving times, if the pit lane is closed at the moment a driver change would normally be required, the Competitor must wait for the first opportunity to pit and must inform Race Control accordingly. This tolerance applies only to the stint concerned and shall not apply to any subsequent driving time requirements.

STARTING PROCEDURES

- 31) Gaps between cars must be kept as constant as possible.
- 32) A maximum of 5 cars length gap will be tolerated between categories.
- 33) Drivers must drive in two parallel lines; no lateral movement is allowed before crossing the start line.
- 34) Once the Start is given, front row drivers may accelerate, and the cars behind may follow their speed.
- 35) No overtaking is allowed before crossing the Start Line.
- 36) Unless instructed otherwise, in case of a start behind the Safety Car: the Safety Car will leave the grid at the scheduled race start time.
- 37) When starting from the pit lane, cars will be allowed to join the formation lap(s) under the conditions defined in Article 11.2.1, to gain tyres / brake temperature.
- 38) It is forbidden to start any engine during the national anthem.

END OF SESSIONS AND END OF RACE PROCEDURES

- 39) Parc fermé and the operations allowed are detailed in the Sporting Regulations: no other work or checks may be carried out.
- 40) At the end of a session, a team may be asked to stop a determined car on a specific point of the track to simulate a medical intervention with extrication. This request will be done via Discord.



- 41) At the end of the race, if possible, we would appreciate that the overall leader leaves a gap to the car in front on track to present the chequered flag, unless the lead car is still fighting for position.
- 42) At the end of the race, after having taken the chequered flag: do not overtake other cars.

GENERAL ORGANISATION & COMMUNICATION MEANS

- 43) During the race, most of the Stewards' decisions will be referred to on the timing monitors.
- 44) The on-board Marshalling display must be operational – in case of failure, Race Control must be informed.
- 45) If you have communication (radio) problems, the Team Manager needs to inform Race Control immediately.
- 46) If changes are made on the cars overnight, inform the scrutineers as soon as possible.
- 47) Visit the FIA Anti-Doping Campaign 'Race True' website – <http://www.fia.com/fia-race-true-e-learning>.
- 48) ADC armband is worn by officials appointed by the Stewards. Antidoping regulations should be enforced by competitors. Access cannot be refused to officials.
- 49) Please acquaint yourself with the Appendixes A, B and C of the International Sporting Code.
- 50) International Sporting Code and appendixes must be respected during Competitions.
- 51) Pit wall radio will be tested 10 minutes before the session and will remain online 10 minutes after the session.
- 52) Discord will be operational 10 minutes before the session.
- 53) In case of issue (TV, timing, discord, ...): inform Race Control or an ACO pit lane marshal.
- 54) Alkamel monitors are the only monitors to rely on concerning official information.



TEST DAY BRIEFING NOTES

APPENDIX H – Article 2.5

Yellow flag signal

- YF signals mean danger, drivers must reduce the speed & be in full control of their vehicles until cleared of the green flag. Overtaking is forbidden until you pass the green flag signal.
- When double YF are shown, drivers must reduce speed and be prepared to change direction or stop. Double YF may also mean that marshals are exposed.
- It is the onus of each driver to prove that he/she slowed down. YF must be respected until the car physically passes the Green Flag.
- **Any YF at MP25 will be pre-signalled at MP24.**

APPENDIX L – Chapter IV

Track limits

- Cameras at MP3, MP6 and MP33.
- Cutting the chicanes at MP3 and MP35 will be counted as track limits. Cutting the chicane at MP3 in an outlap will be reported to the Stewards. Cutting the chicane at MP35 will entail the deletion of the current and next lap.
- Track limits are counted by driver by session.
- During a session:
 - 4th offence: warning flag.
 - 5th offence and subsequent(s): under investigation.

Pit lane

- Red/Green light at pit exit must be respected.
- Pit entry white line, on drivers' LHS, must be respected as such from the end of the dotted line to start of the kerb on drivers' LHS.
- Pit exit white line on drivers' LHS must be respected.
- Any car driving unnecessarily slow in the fast lane may be reported to the Stewards.
- Unless instructed otherwise by RC, cars will access the working lane 5 min before the start of the session; cars will access the fast lane 3 min before the start of the session.
- At all times, Competitors are responsible for the release of their cars only when it is safe to do so.
- If red at pit exit and there is a queue of cars, Team Managers are responsible to monitor the moment their cars reach the queue.

SPECIFIC INFORMATIONS

- Race control access:** 1st floor – Module Sportif
- Race Director office:** 2nd floor – Module Sportif
- Pit entry closed repeaters:** in front of garages of cars #24 - #17 - #50.
- Scrutineering:** below the Welcome building.

GENERAL SAFETY & PROCEDURES

Full Course Yellow & Slow Zones

- At the start of the FCY procedure, there will be a 5 seconds tolerance after the zero countdown for cars to be at 80km/h. **The tolerance does not apply for overtaking.**
- If you are in a Slow Zone when the SZ is deployed, there will be a 5 seconds tolerance after the zero countdown for the car to be at 80km/h. **The tolerance does not apply for overtaking.**

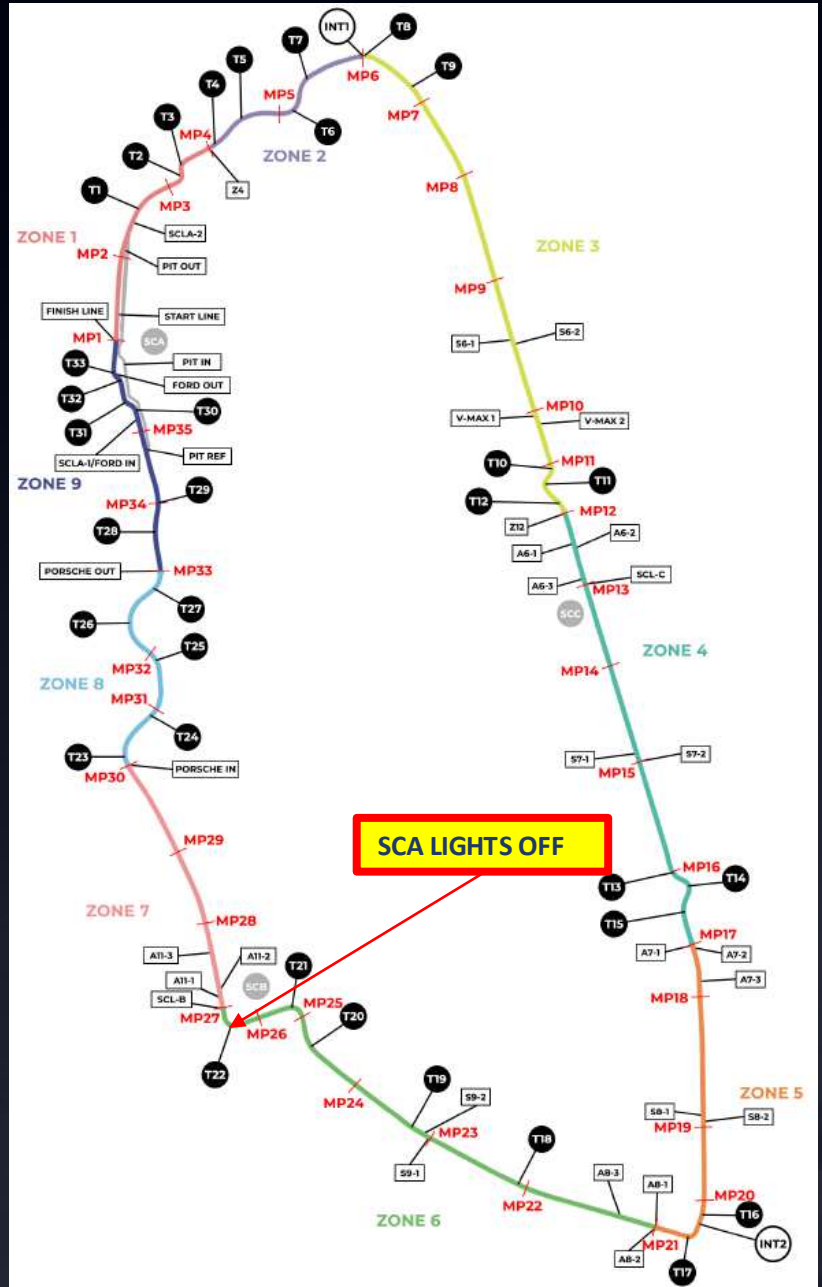


Modifications to the circuit

- New asphalt from MP11 to MP20.

Safety car procedures

- The 3 Safety Cars will enter the track:
 - SCA at MP35
 - SCB at MP27
 - SCC at MP13
- If the SC has to bring the field by the pit lane, Competitors will be informed via the Timing Monitors, MP34 & MP35 Track Side Panels and onboard Marshalling. In this case, all cars must follow the SC in the pit lane. At pit exit, the SC will pass on the RHS of the RFID as well as the cars following the SC.



Timekeeping circuit map V3

Center line	13.625,7 m
Int 1 at	1.900,7 m
Int 2 at	7.672,13 m
Start line offset	144,86m
Pit in to pit out	532,08 m
Lap by the pits	13.597,27 m

References

- International Sporting Code: 18/12/2025
- General prescriptions: 23/12/2019
- Appendix H: 12/03/2026
- Appendix L: 26/03/2026
- Supplementary Regulations: V2-13052026
- WEC Committee: #D15
- RD Communication: RD1_Amended
- Timetable: V3





***DRIVERS & TEAM MANAGERS BRIEFING
TEST DAY***

Saturday June 6th 2026





10 - Hofer-Racing · Pos 4: 14 - Optimum Motorsport · Pos 5: 55 - Massive Motorsport · Pos 6: 17 - IDEC SPORT



REPLAY



PART 1 – TRACK & PIT LANE



VIRTUAL RED FLAG LINE

START LINE

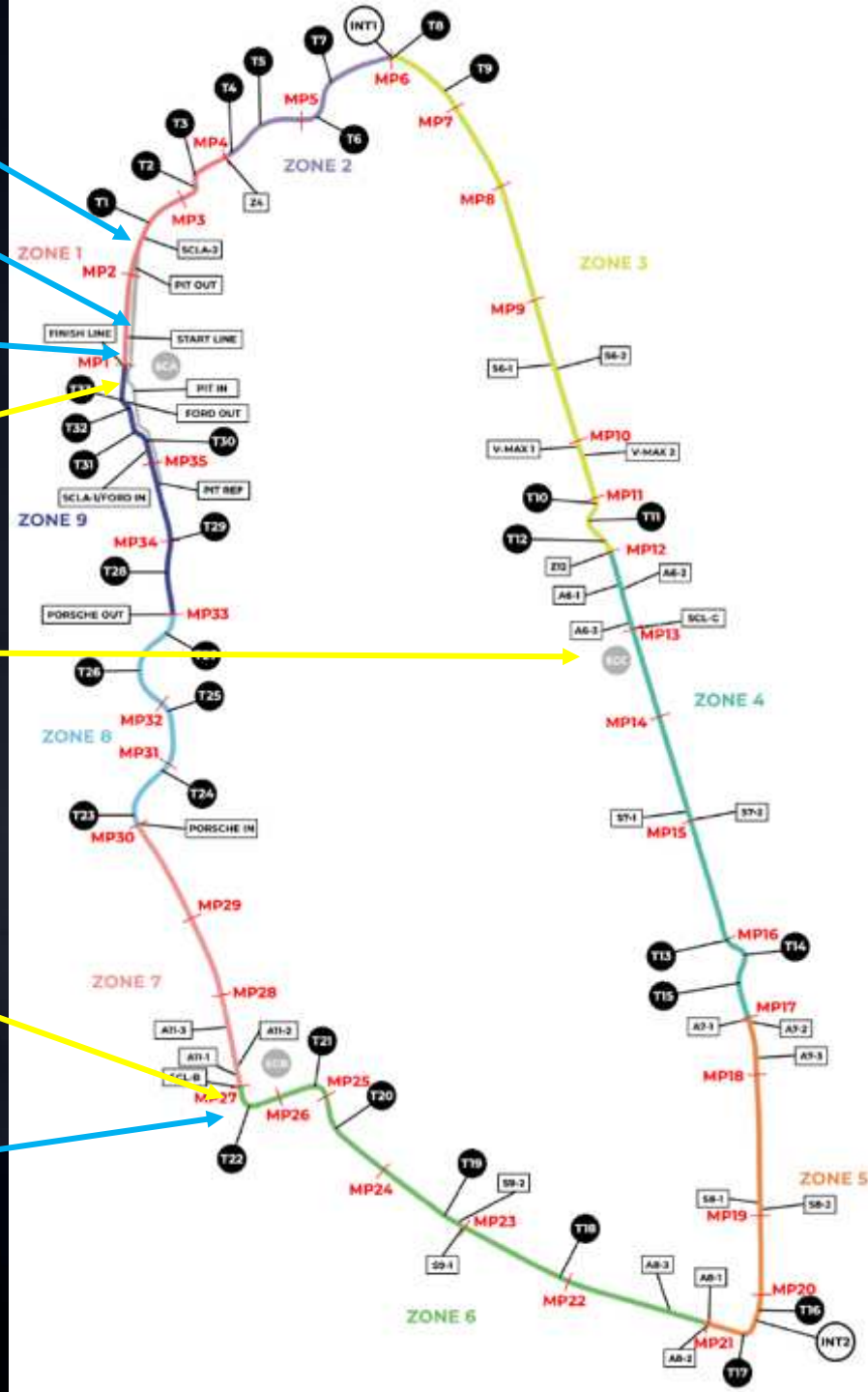
CONTROL LINE
RD SIGNALLING

SCA ENTERS / LEAVES THE TRACK

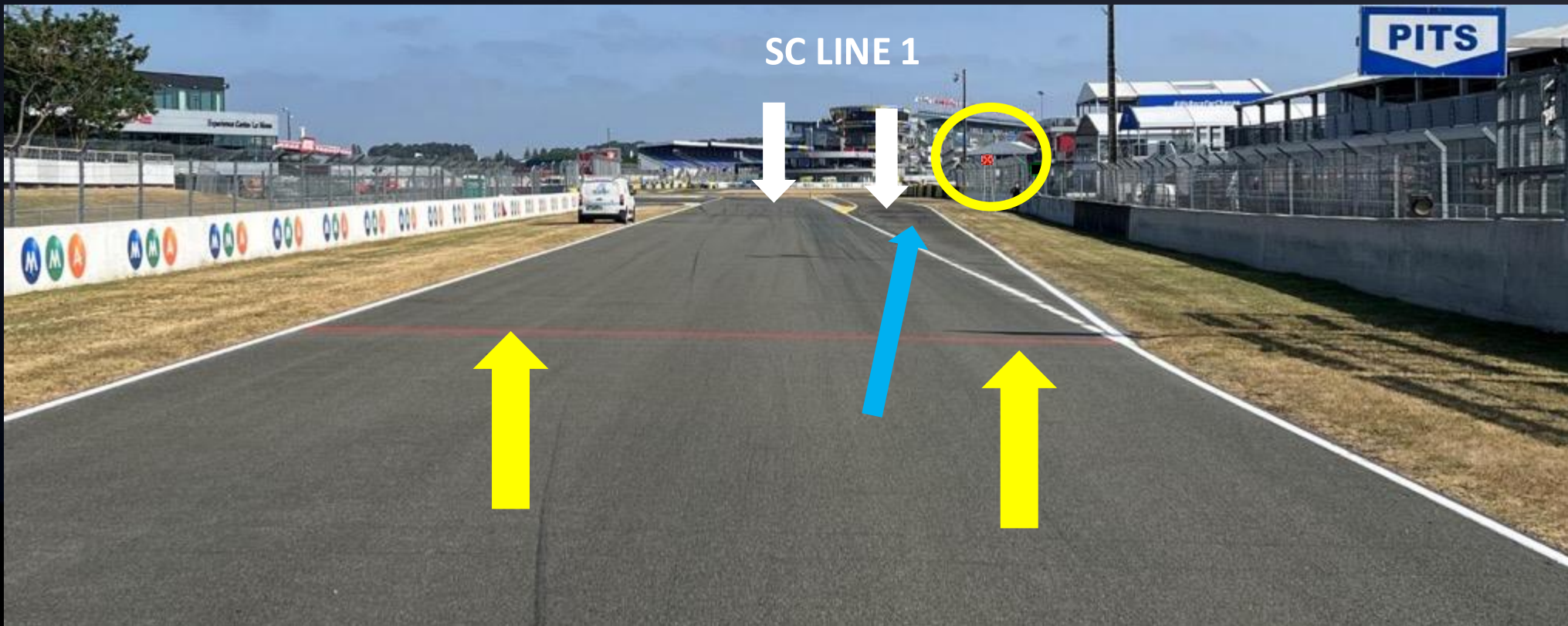
SCC ENTERS / LEAVES THE TRACK

SCB ENTERS / LEAVES THE TRACK

RD SIGNALLING REPEATER MP27



**THE DOTTED LINE ON THE RHS MUST BE RESPECTED AS TRACK LIMITS BY CARS STAYING ON TRACK.
A CAR WILL BE CONSIDERED AS COMMITTED TO THE PIT LANE IF THE CAR HAD CROSSED THE TRANSVERSAL RED LINE
BEFORE THE PIT ENTRY CLOSED SIGNAL IS ACTIVATED.
ANY CAR ENTERING THE PIT ENTRY ROAD WITHOUT CROSSING THE DOTTED LINE WILL BE REPORTED TO THE STEWARDS.**





THE PIT ENTRY ROAD IS LIMITED BY TWO WHITE LINES:

Appendix L Chapter IV Article 2 c)

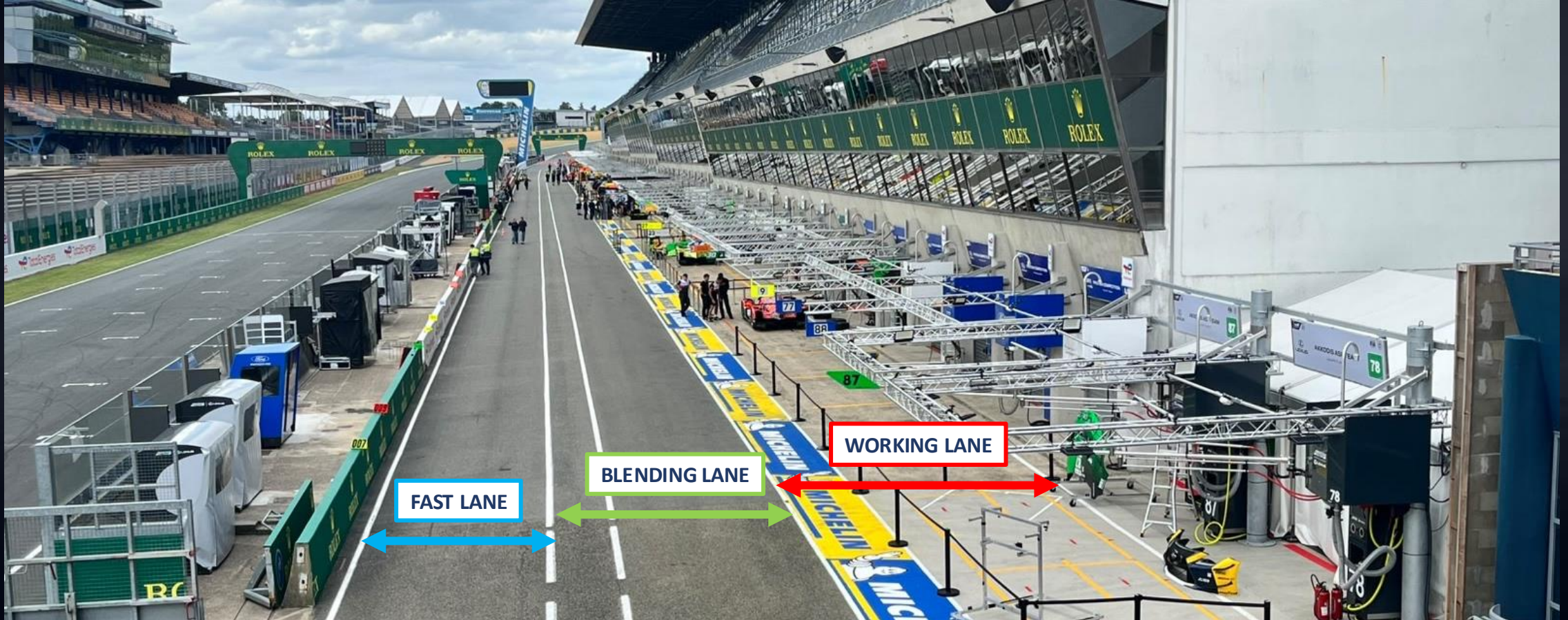
ON THE PIT ENTRY ROAD, THE SECTION OF WHITE LINE ON DRIVERS LEFT (in **RED on the image) IS THE PIT ENTRY WHITE LINE.**

Appendix L Chapter IV Article 4d)

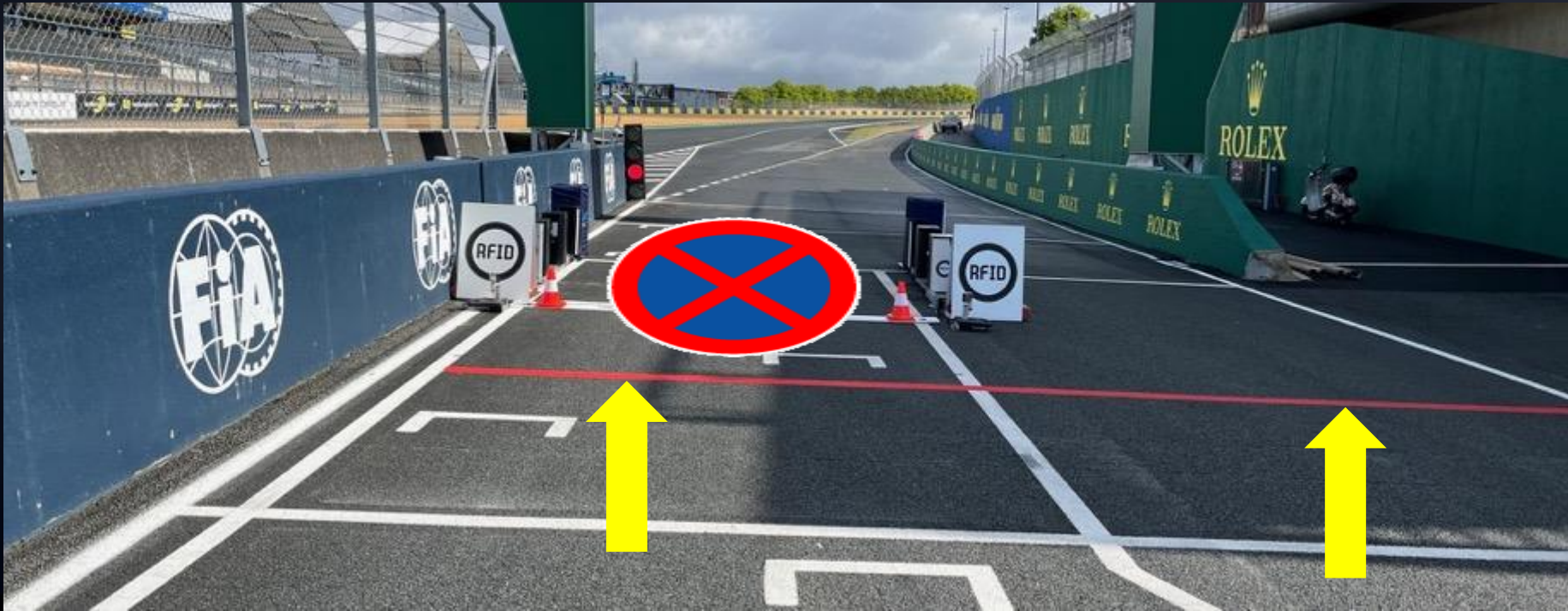
SAFETY CAR LINE 1 & PIT ENTRY WHITE LINE

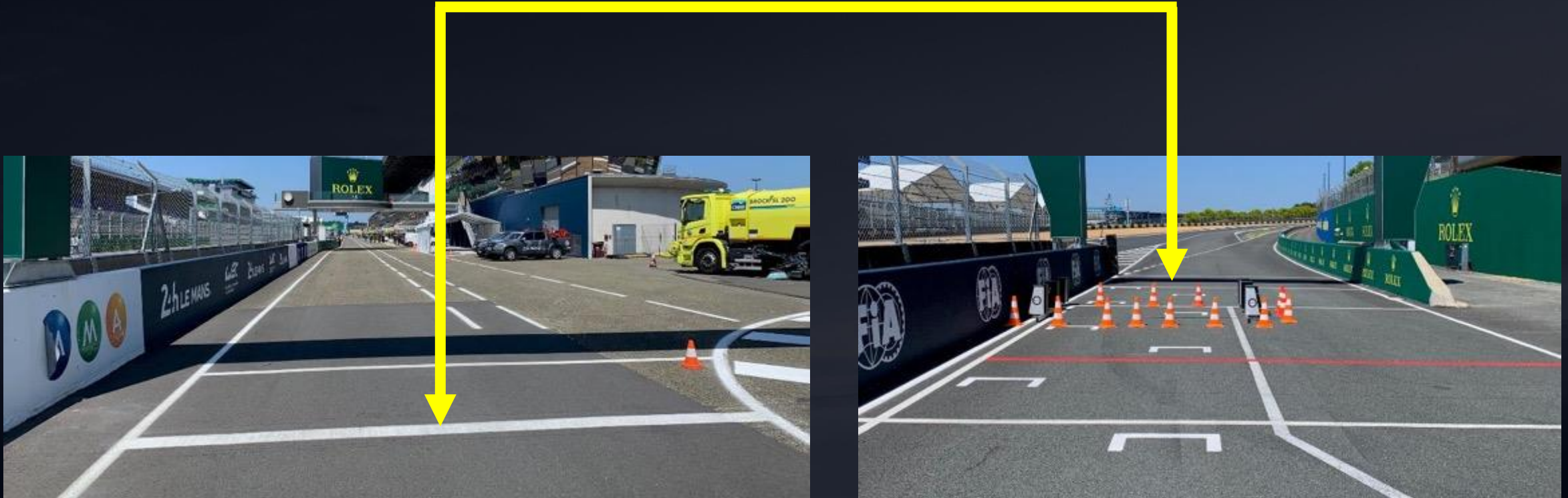






WHEN RED AT PIT EXIT - PLEASE STOP BEFORE RED LINE

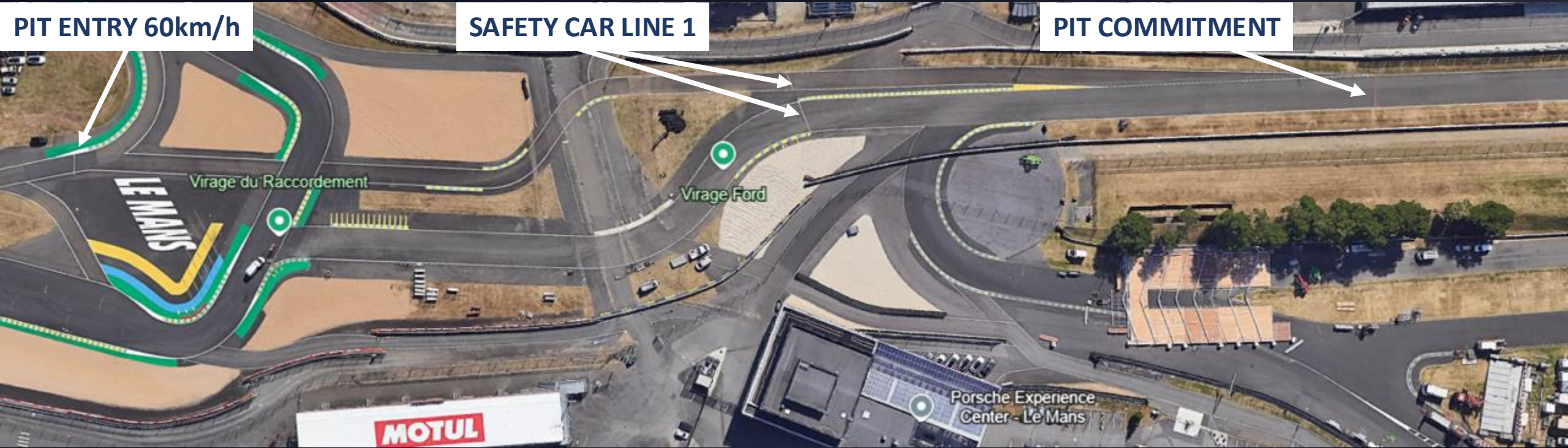




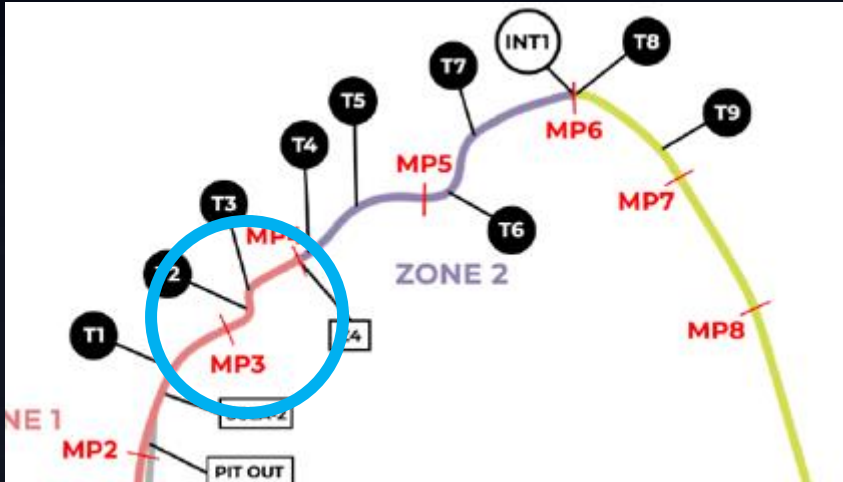
THE DOTTED LINE ON THE RHS MUST BE RESPECTED AS TRACK LIMITS BY CARS STAYING ON TRACK.



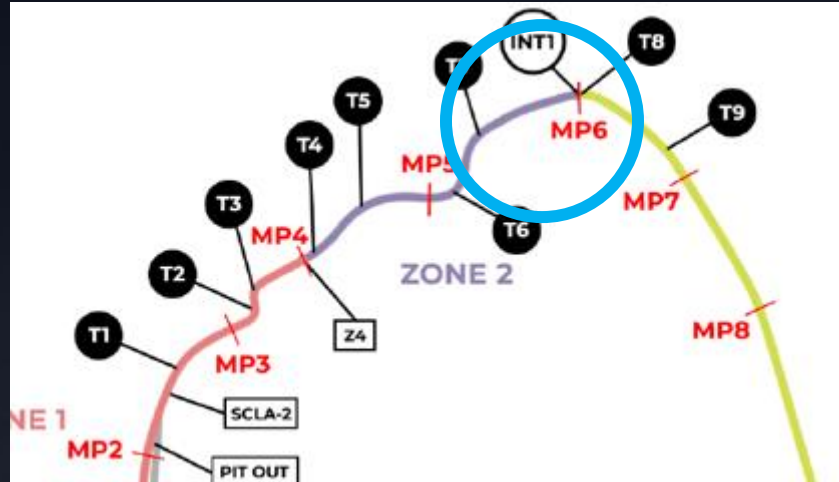




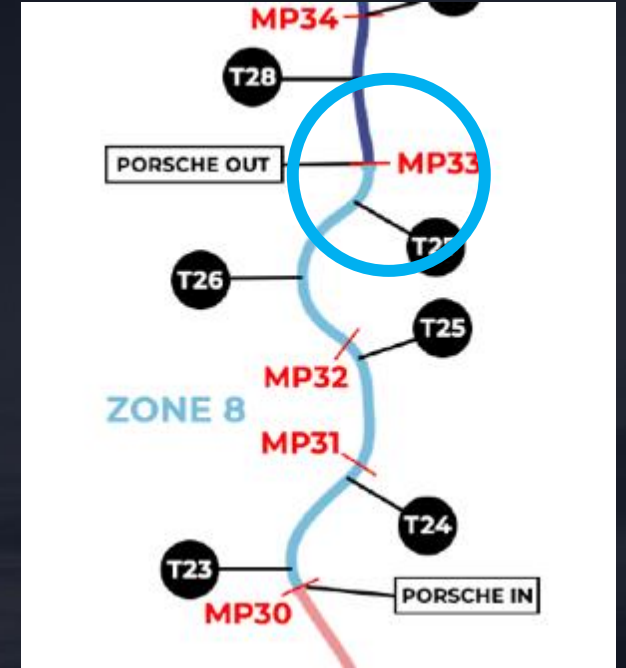




MP3 – LHS

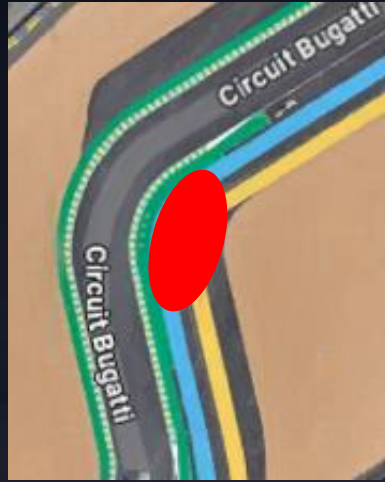
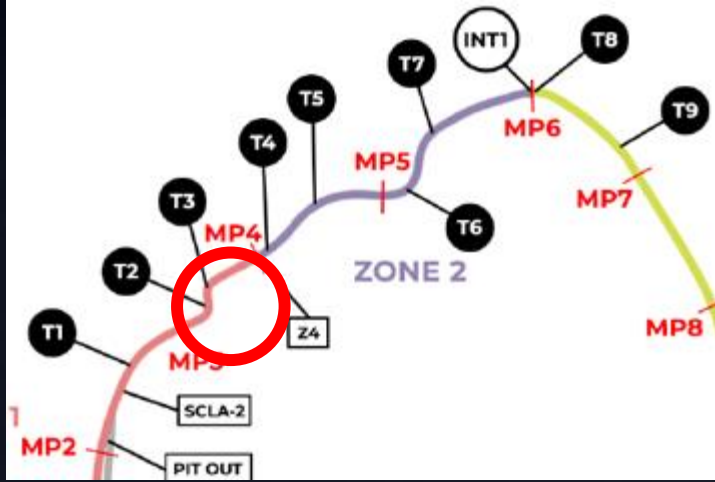


MP6 - LHS

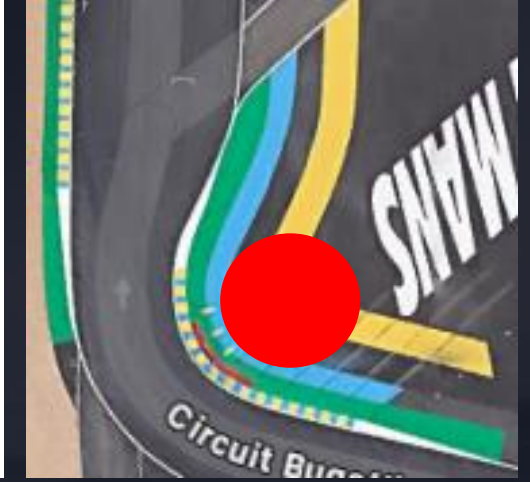
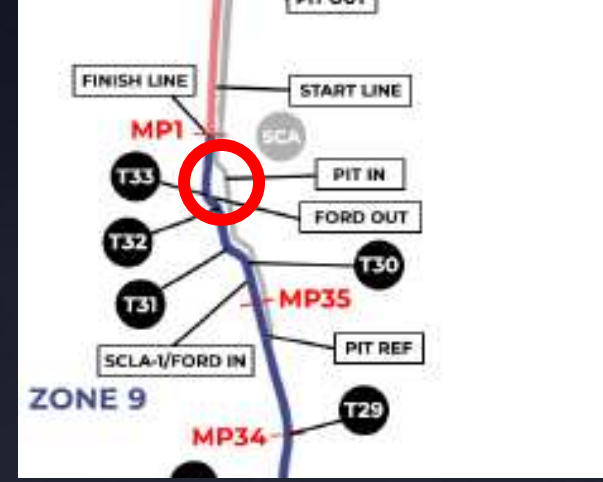


MP33 - RHS





MP3 – RHS



MP35 – RHS

CUTTING THE CHICANES AT MP3 AND MP35 WILL BE ADDED TO THE TRACK LIMITS COUNT BOTH DURING SESSIONS AND DURING THE RACE.

CUTTING MP3 ON AN OUT LAP WILL BE REPORTED IMMEDIATELY TO THE STEWARDS.

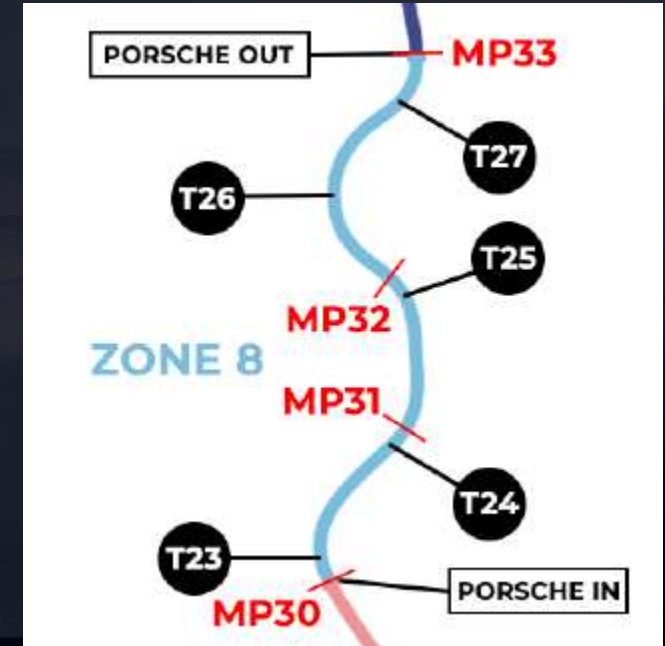
CUTTING AT MP 35 WILL ENTAIL LOSS OF THE RELEVANT AND THE NEXT LAP.

USE THE ROUNDABOUT ANTI-CLOCK WISE TO REMOVE THE GRAVEL FROM YOUR CAR
BEFORE REJOINING THE RACING LINE.





IF YOU USE THE RUN OFF AREA WITH THE 4 WHEELS AT THE RHS OF THE BLUE LINE: YOU MUST STAY AT THE RHS OF THE BLUE LINE ALL ALONG UNTIL MP33.







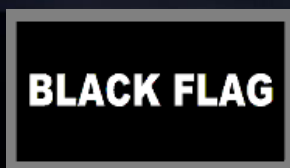
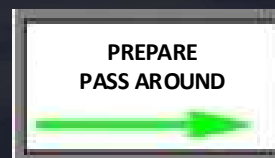
START GANTRY



MP27 - ARNAGE

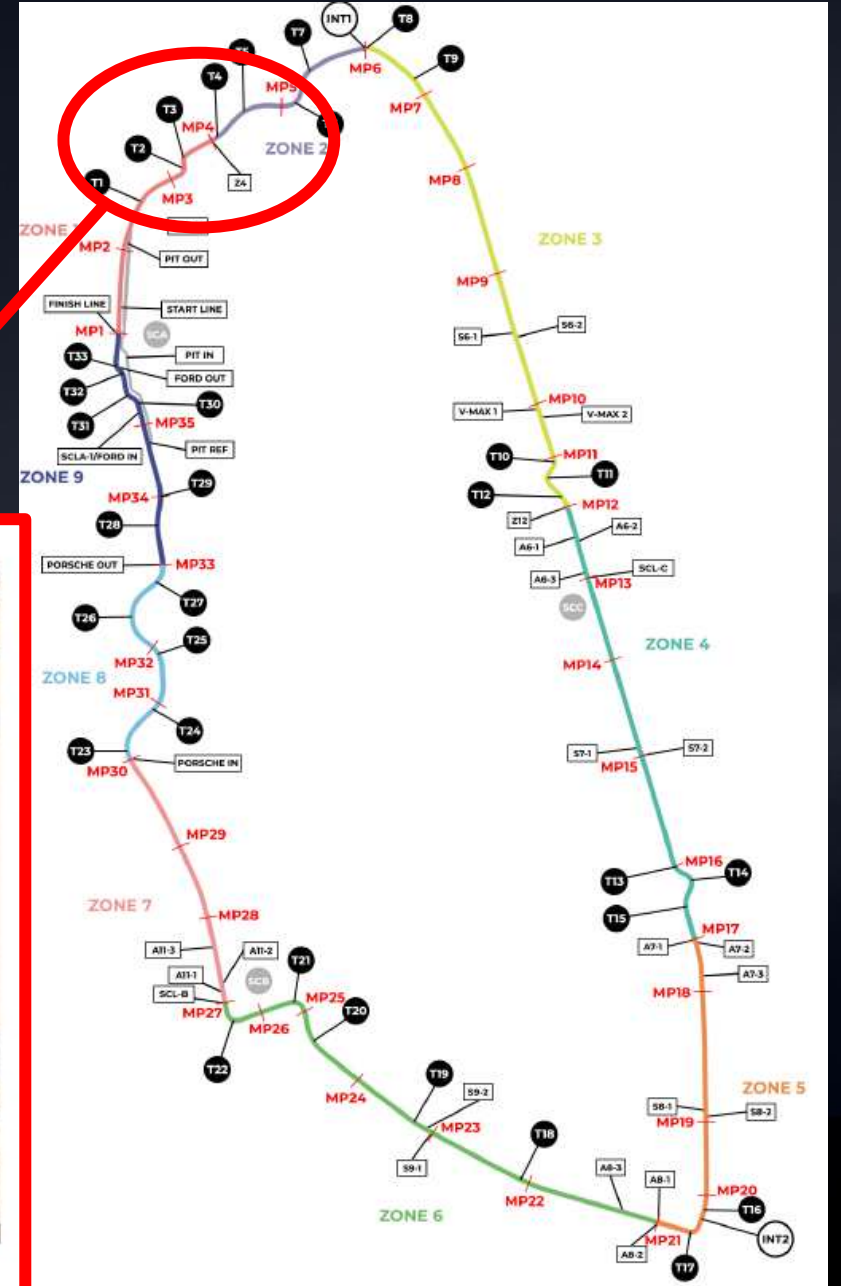
A CAR THAT PASSES A BLACK OR BLACK/ORANGE FLAG AT MP 27, IS EXPECTED TO ENTER THE PITS IN THAT LAP.





AREA 51 AND HYBRID PARKINGS

- YOU CAN REACH THE AREA 51 USING A GOLF CART.
- SHOULD YOU REQUIRE A LIFT, PLEASE ADVISE ON DISCORD.
- AN ACO OFFICIAL WILL PICK UP THE DEDICATED MEMBER OF YOUR STAFF IN FRONT OF SCRUTINEERING (P5C ZONE) WITH A MOTORBIKE (A HELMET WILL BE PROVIDED) TO BRING THIS PERSON TO THE AREA 51.





PART 2 - NEUTRALISATIONS



SINGLE WAVED YELLOW FLAG - DANGER

- REDUCE YOUR SPEED.
- DO NOT OVERTAKE.
- BE PREPARED TO CHANGE DIRECTION.



THE ONUS OF PROVING THAT A FLAG HAS BEEN RESPECTED RESTS SOLELY WITH THE DRIVER

YELLOW FLAGS MUST BE RESPECTED DURING THE ENTIRE MARSHAL POST UNTIL PASSING THE GREEN FLAG

DOUBLE WAVED YELLOW FLAG - DANGER

- **REDUCE YOUR SPEED SIGNIFICANTLY**
- **DO NOT OVERTAKE**
- **BE PREPARED TO CHANGE DIRECTION OR STOP**

***MARSHALS AND / OR
SERVICE VEHICLES
MAY BE EXPOSED***

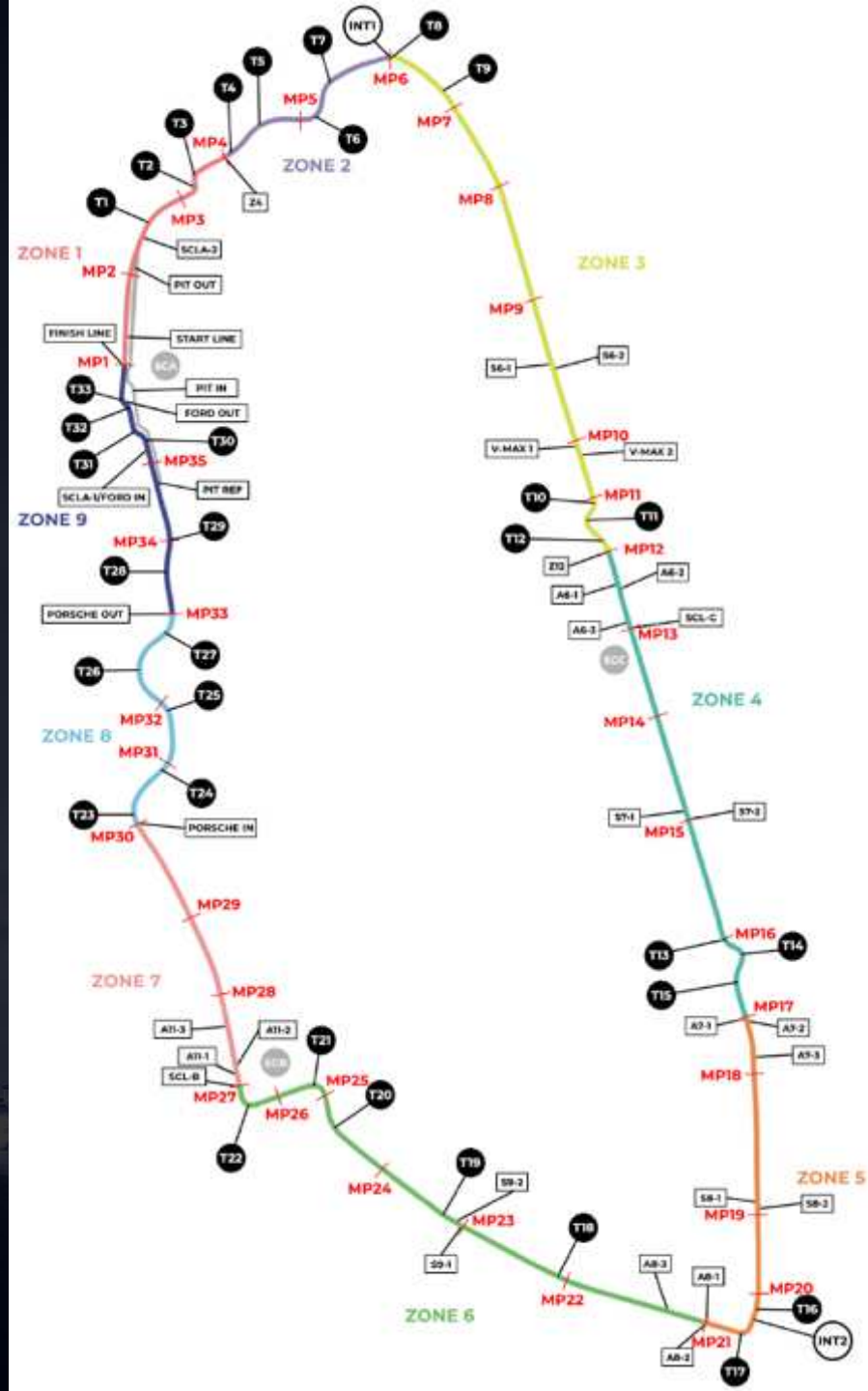


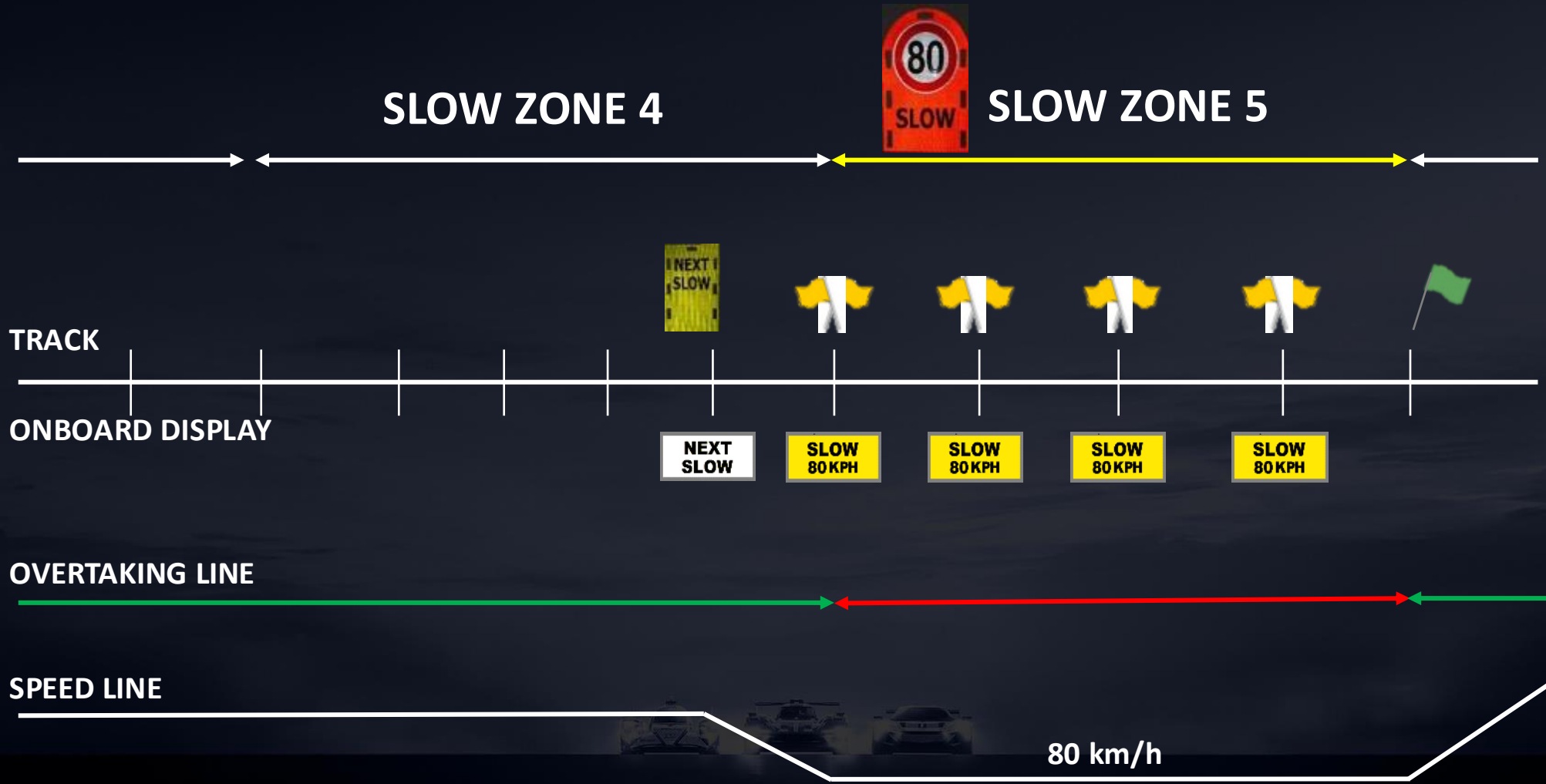
THE ONUS OF PROVING THAT A FLAG HAS BEEN RESPECTED RESTS SOLELY WITH THE DRIVER

YELLOW FLAGS MUST BE RESPECTED DURING THE ENTIRE MARSHAL POST UNTIL PASSING THE GREEN FLAG

9 SLOW ZONES

NEXT SLOW is at the MARSHAL POST preceding the start of the Slow Zone.





**NEXT
SLOW**

**SLOW
80 KPH**



NO WEAVING IN THE AFFECTED AREA(S)





AT LEAST A 20 SEC COUNTDOWN WILL BE GIVEN.



PIT ENTRY CLOSED LIGHT WILL BE AUTOMATICALLY ACTIVATED ONCE FCY IS ANNOUNCED.
CARS ARE ALLOWED TO PIT DURING THE TEST DAY.



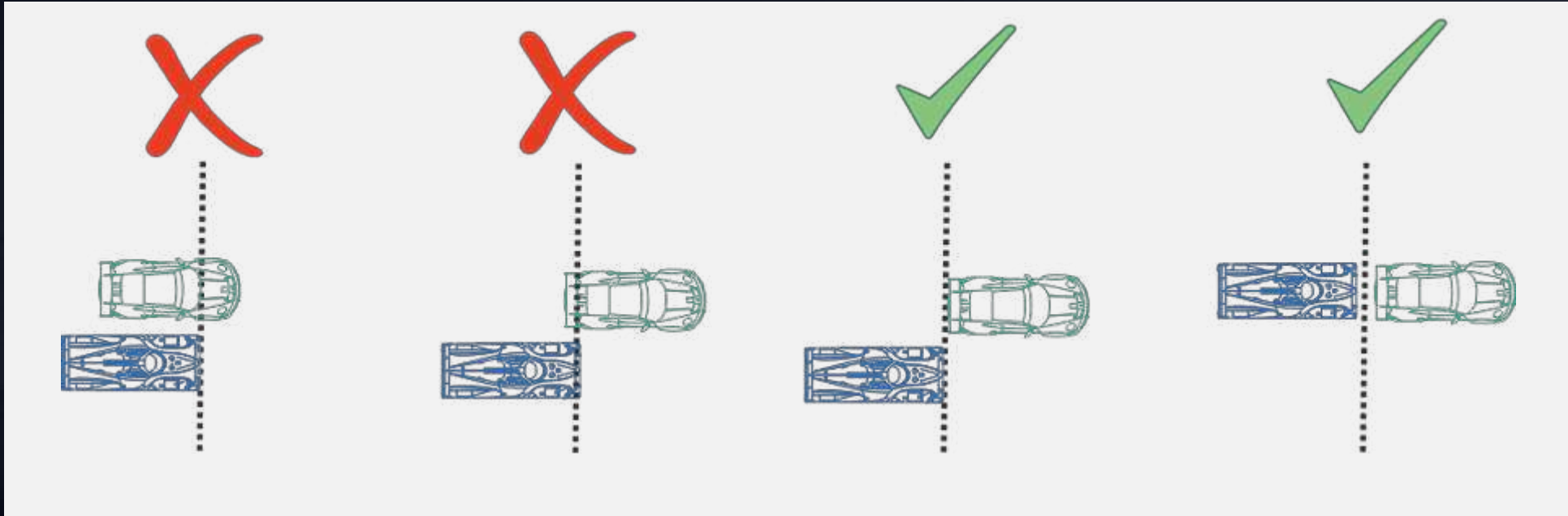
DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S).
NO WEAVING IN THE AREA(S) OF THE INTERVENTION(S).

**FULL COURSE
YELLOW PANEL**

WITH

**YELLOW FLAG
DOUBLE WAVE**









IN FRONT OF THE GARAGE OF CAR #24



IN FRONT OF THE GARAGE OF CAR #17



IN FRONT OF THE GARAGE OF CAR #50



THERE WILL BE NO WARNING PRECEDING A RED FLAG.

ALL CARS TO SLOW DOWN SAFELY TO 80km/h - NO OVERTAKING - RETURN TO PIT LANE.

THE RACE DIRECTOR MAY RELEASE THE 80km/h OBLIGATION TO SPECIFIC CARS. INSTRUCTIONS WILL BE GIVEN BY RADIO.



**DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S).
NO WEAIVING IN THE AREA(S) OF THE INTERVENTION(S).**



IF THE TRACK IS NEUTRALISED, THE NEUTRALISATION ALSO APPLIES TO BOTH PIT ENTRY AND PIT EXIT ROADS.





PART 2bis – SAFETY CAR





1. SAFETY CAR DEPLOYED

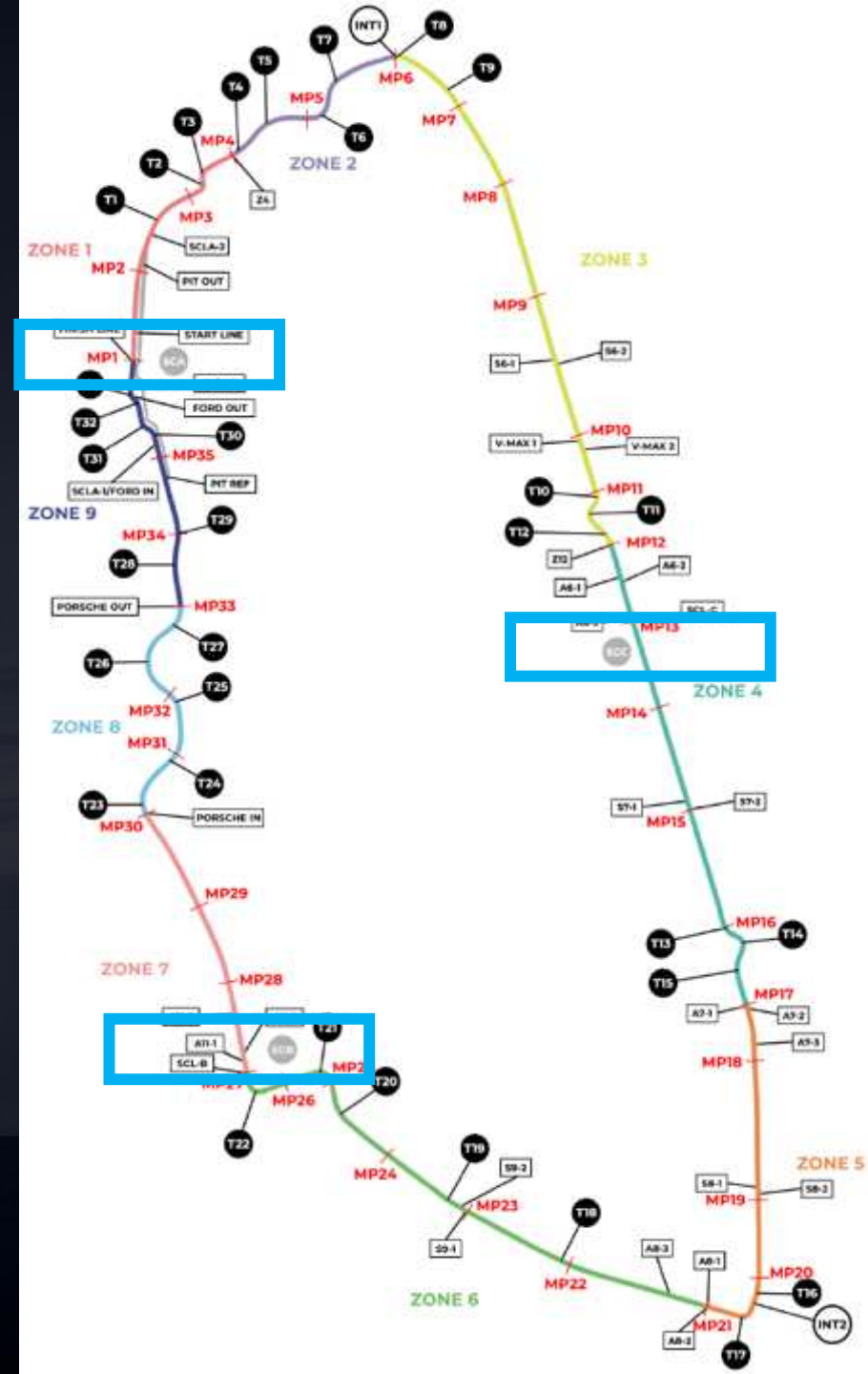


YELLOW FLAG AT EACH MP



DOUBLE YELLOW FLAG AT THE POST(S) WITH INTERVENTION(S)

- SC BOARDS AT EACH MP
- 3 SAFETY CARS
- NO WEAVING IN THE AREA(S) OF THE INTERVENTION(S)



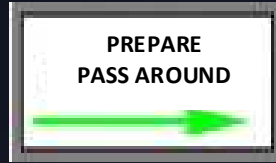
INCIDENT CLEAR – PREPARE FOR MERGING – START MERGING

START MERGING
SCB - SCC removed

- SC B & SC C WILL TURN ON THE GREEN LIGHTS
- THE CARS BEHIND SC B & SC C WILL OVERTAKE THEIR SC – IN LINE – TO REJOIN THE LINE BEHIND SC A



PREPARE FOR PASS AROUND



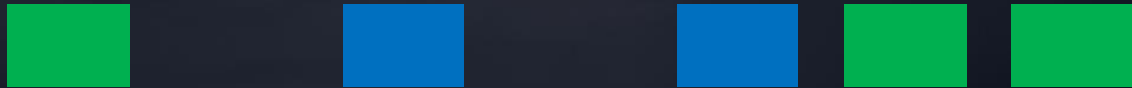
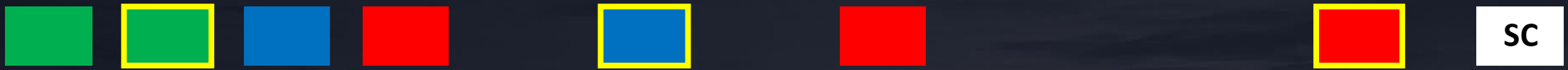
THE CARS BETWEEN THE SC AND THE LEADER OF THEIR CATEGORY WILL MOVE TO THE RHS.



START PASS AROUND

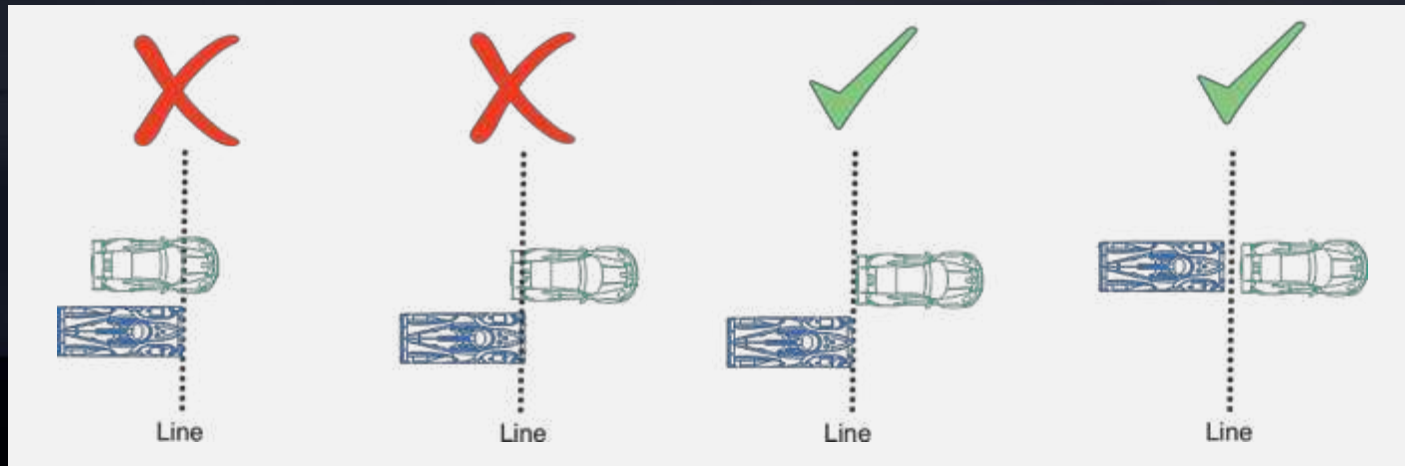


ONCE INSTRUCTED BY THE RACE DIRECTOR, THOSE CARS WILL OVERTAKE THE SC – IN LINE - AND WILL DO THEIR BEST TO REJOIN THE BACK OF THE TAIL.



4. END OF THE PROCEDURE

OVERTAKING IS ALLOWED ONLY ONCE CARS HAVE CROSSED THE CONTROL LINE.

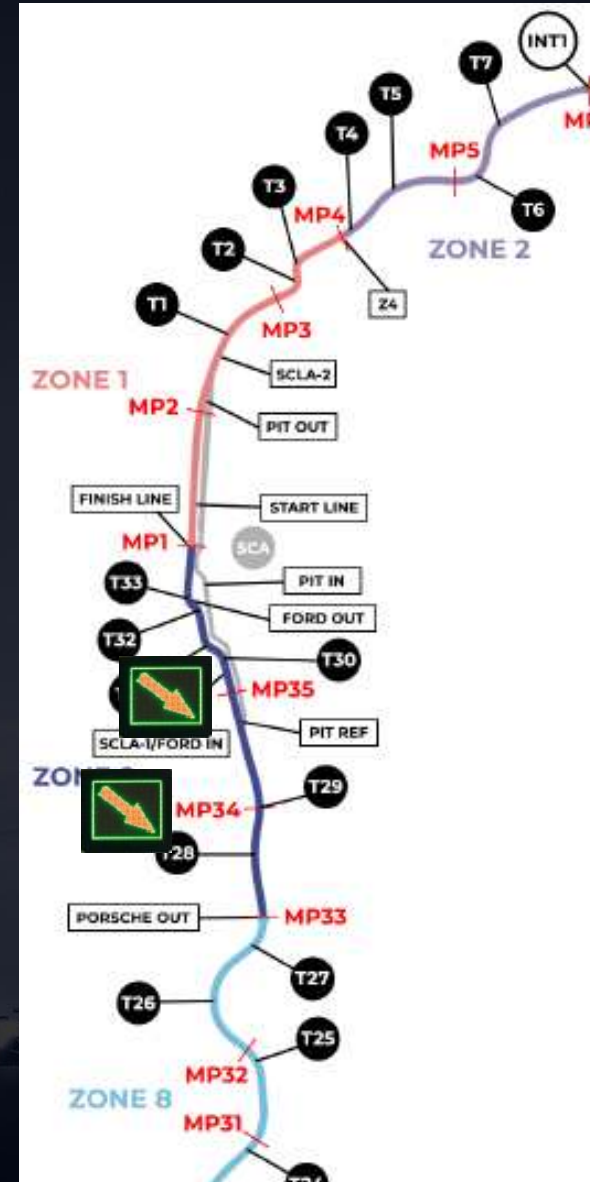




MARSHALLING



TRACK SIDE
PANEL





***TEAM MANAGERS
PLEASE STAY BEHIND***





TIMETABLE V3



SUPPLEMENTARY REGULATIONS V3 – WEC Committee Decision #D15



SUPPORT RACES IN THE PIT LANE FOR TEST DAY: LIGIER EUROPEAN SERIES

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MERCI