DECISION OF THE
ENDURANCE COMMITTEE

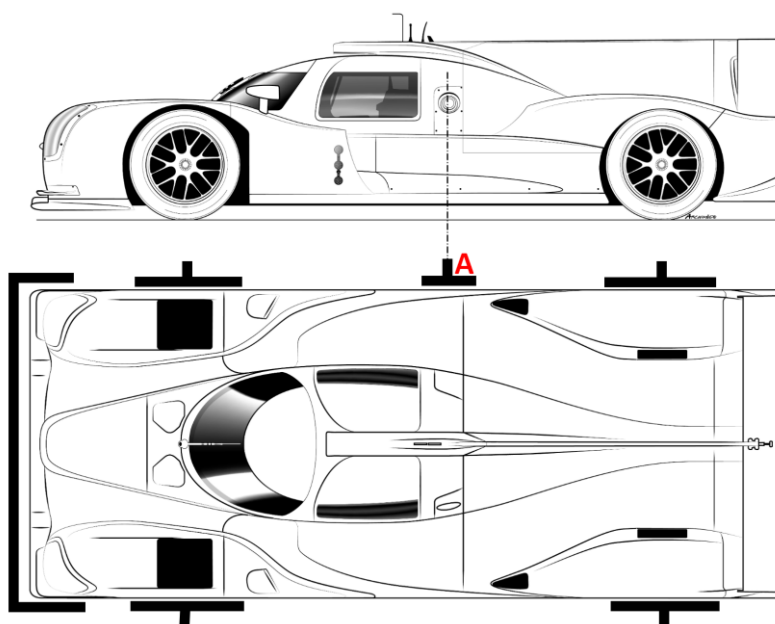| To:	☒ Teams	☒ Manufacturers		
Category:	☒ LM P1	☒ LM P2	☐ LM GTE Pro	☐ LM GTE Am
Decision N°:	**19-D0013-LMP1-LMP2-Refuelling clarification**			
Date:	**05/06/2019**			
Re:	Clarification on refuelling			

Mission concerned

Article: Appendix A

☒ *2019 Technical Regulations for Prototypes LMP1 Hybrid*

☒ *2019 Technical Regulations for Prototypes LMP1 Non-Hybrid*

☒ *Decision 18-D0007-LMP1-Refuelling-Clarification from the Endurance Committee*

☒ *2019 Technical Regulations for LMP2 Prototypes Homologated in 2017*

Decision

This decisions amends decision 18-D0007-LMP1-Refuelling-Clarification from the Endurance Committee and applies to LMP1 H, LMP1 NH and LMP2 Competitors.

To deal with the possible pit lane declivity we feel necessary to clarify as follows:

For LMP1 ~~only~~ and LMP2, a dedicated measurement for the height of the refuelling tower will be done relatively to the ground altitude at the vertical of the car fuel coupling connector (Point 'A' - as shown of the following drawing).

For practical reasons, the competitors shall prove FIA/ACO the difference in altitude between the described point 'A' above and the altitude of the ground at the vertical of the foremost (closest to fast-lane) point of the fuel rig (in the vertical plane, perpendicular to the pit lane line and passing through the centre of the tank).

This delta must be declared for each car (1 car = 1 delta) in the 'WEC ONLINE' declaration tool.

Period of validity/application of the decision

This decision comes into effect:

    ☒ **with immediate application**
    ☐ from:
    ☐ from the following Competition:

And is applicable:

    ☒ **until further notice**
    ☐ for the above-mentioned event(s) only

Committee Members

Gilles Simon   **Thierry Bouvet**

Any decision taken by the Endurance Committee is not subject to appeal

This decision is available on the following websites:

- http://www.fia.com/fia-endurance-committee
- http://sport.lemans.org/login.php