

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMP2  LMGTE Am

**DECISION N°:** WEC\_2023\_D0043\_Hypercar\_LMP2\_Tyres\_pressure\_and\_camber\_SPA

**DATE:** 25/04/2023 **FROM:** The WEC Committee

**SUBJECT:** Tyre pressure and camber monitoring for Spa-Francorchamps Competition

## APPLICABLE REGULATION

**Article 6.5.3**  2023 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. 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):

At any time, upon the request of the Technical Delegates, 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 or declared WET within the last 3 laps prior to a Competitor pitting.

**Any decision taken by the WEC Committee is not subject to appeal.**

<http://fiawec.alkamelsystems.com/committee.php>

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 of 1.9 bar.

### Manufacturer Tables:

#### HYPERCAR:



## HYPERCAR Technical tyre Requirement WEC Spa-Francorchamps 2023

V1-2023/04/21

Minimum FRONT Stabilized Relative Pressure	1,8b = 26,1psi
Minimum FRONT Static Relative Pressure*	1,75b = 25,4psi
Minimum REAR Stabilized Relative Pressure	1,9b = 27.5psi
Minimum REAR Static Relative Pressure*	1,85b = 26.8psi
Minimum FRONT camber at static ride height**	-3,0°
Maximum FRONT camber at static ride height**	-1,0°
Minimum REAR camber at static ride height**	-2,3°
Maximum REAR camber at static ride height**	-1,0°

(\*) FIA WEC requirement

(\*\*) 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

**LMP2:**



## Goodyear instructions – 6H of Spa-Francorchamps 2023

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

	SPA
Minimum FRONT Stabilized Relative Pressure	1.95 bar
Minimum FRONT Static Relative Pressure	1.90 bar
Minimum REAR Stabilized Relative Pressure	1.95 bar
Minimum REAR Static Relative Pressure	1.90 bar
Minimum FRONT camber at static ride height	-2.4°
Maximum FRONT camber at static ride height	-
Minimum REAR camber at static ride height	-1.4°
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