

4. 2019-2020 WEC LMP1 Regulations

Definitions

LMP means Le Mans Prototype.

LMP1: with no Energy Recovery System (ERS) reserved only for privateers

LMP1-H: with Energy Recovery System (ERS), H represents Hybrid.

Car Dimensions

Overall length	4650mm maximum
Overall width	1900mm maximum / 1800mm minimum
Height	No part of bodywork is permitted to be more than 1050mm above the reference surface (floor)
Rear diffuser height/width	LMP1 200mm / 1100mm (maximum)
	LMP1-H 150mm / 1000mm (maximum)
Front splitter height	LMP1 must be situated more than 50mm above the reference surface(floor)
	LMP1-H must be situated more than 65mm above the reference surface(floor)
Minimum weight	LMP1 833kg(including 3 kg for camera or ballast)
	LMP1-H 878kg(including 3 kg for camera or ballast)
Rim width	13 inch maximum front / rear
Rim diameter	18 inch maximum front / rear
Tyre width	14 inch maximum front / rear
Tyre diameter	28 inch maximum front / rear

Engine capacity

LMP1	Free
LMP1-H	Free

Gearbox

The number of forward gear ratios must be less or equal to 7. All cars must be able to be driven in reverse by the driver at any time during the Event.

ERS(Energy Recovery System)

A maximum of two ERS units are allowed. With this, four-wheel drive is possible, with front-wheels powered by electric motor and rear-wheels powered by engine and motor assist.

Performance adjustment between LMP1 Hybrid and No Hybrid

Technical regulation is changed to adjust (equalize) performance between LMP1 Hybrid and Non Hybrid in terms of petrol per stint, max petrol flow and petrol energy per lap. An EoT, Equivalent of Technology, is applied to give Hybrid and Non Hybrid cars the same performance potential by adjusting car weight, energy-per-lap allocations and fuel per stint for each circuit.

In addition, the 2019-2020 season sees the introduction of success handicaps to the LMP1 category. This system has been designed to alter the fuel flow and weight of winning cars, making the likelihood of winning the following race progressively more challenging.

Bodywork

The upper surface of the bodywork covering front wheels and rear wheels or inner surface of rear wheel arches must include a cut-out area for safety reasons.

The cut-outs have to be 435mm x 335mm at the front and 530mm x 190mm at the rear on the upper cover, or 85,000mm² for inner surface at rear. No parts of the bodywork should be movable.

Aero elasticity regulation

It is not allowed for the engine cover to deform by more than 5mm when subjected to a 100N load. In addition to existing load/deflection tests, rules that regulate rear-wing flap test conditions and ban any structures with local deflections have been introduced.

For example, more than 15mm deformation is prohibited when the main plane of rear wing is subjected to a 2400N load.

Championship points

The title of FIA World Endurance LMP Drivers' Champion is reserved for LMP1 and LMP2 drivers (combined classification of LMP categories). LMP1 FIA World Endurance Champion (team) will be conferred in the following conditions:

- Upon the competitor entered in the LMP1 Championship who has scored the greatest number of points after consideration of all the results obtained by the best placed car*¹ of that competitor, at each event.

*¹ In the general classification of the events, all categories included.

Position	4,6 hours race	8* ² ,10 hours race	Le Mans 24 Hours
1st	25 points	38 points	50 points
2nd	18 points	27 points	36 points
3rd	15 points	23 points	30 points
4th	12 points	18 points	24 points
5th	10 points	15 points	20 points
6th	8 points	12 points	16 points
7th	6 points	9 points	12 points
8th	4 points	6 points	8 points
9th	2 points	3 points	4 points
10th	1 point	2 points	2 points
And beyond	0.5 point	1 point	1 point

*²Including 1000 Miles of Sebring.

At each event, an additional point will be awarded to the pole position winning team and all of its drivers.