

RACECARD

2019/2020 FIA WEC



LONE STAR LE MANS

**FEBRUARY 23
2020**

ROUND 5
2019/2020 FIA World
Endurance Championship

**AUSTIN, TEXAS
(USA)**



PREVIOUS 6 HOURS OF COTA WINNERS



2013

Kristensen/Duval/McNish
(Audi R18 e-tron quattro/Michelin)

2014

Fässler/Lotterer/Tréluyer
(Audi R18 e-tron quattro/
Michelin)

2015

Bernhard/Webber/Hartley
(Porsche 919 Hybrid/Michelin)

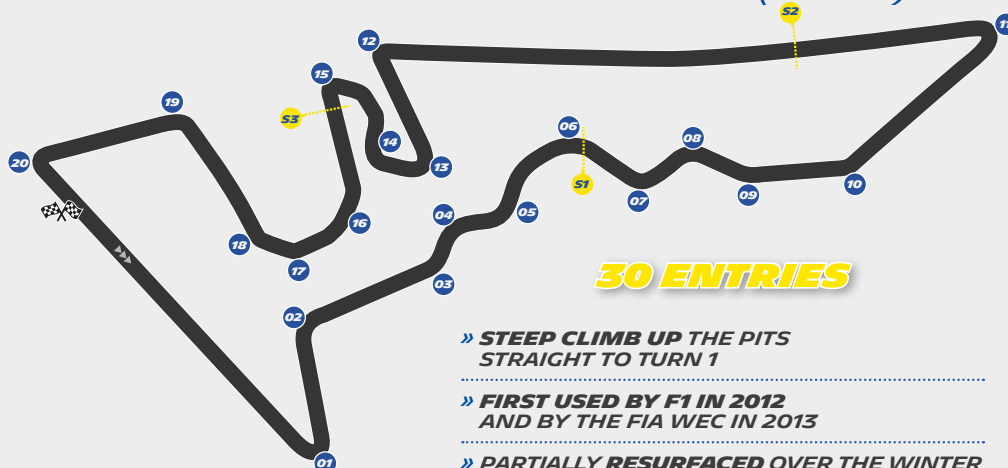
2016

Bernhard/Webber/Hartley
(Porsche 919 Hybrid/Michelin)

2017

Bernhard/Bamber/Hartley
(Porsche 919 Hybrid/Michelin)

THE CIRCUIT CIRCUIT OF THE AMERICAS (COTA)



30 ENTRIES

» **STEEP CLIMB UP THE PITS
STRAIGHT TO TURN 1**

» **FIRST USED BY F1 IN 2012
AND BY THE FIA WEC IN 2013**

» **PARTIALLY RESURFACED OVER THE WINTER**

5.513KM

**20
TURNS**

**ANTI
CLOCKWISE**

THE 2017 RACE

» **Winners:** Bernhard/Bamber/Hartley (Porsche 919 Hybrid/Michelin), 192 laps

» **Pole position:** Jani/Lotterer/Tandy (Porsche 919 Hybrid/Michelin), 1m44.741s

» **Fastest race lap:** Neel Jani (Porsche 919 Hybrid/Michelin), 1m47.149s

» **Top speed:** Neel Jani (Porsche 919 Hybrid/Michelin), 292.7kph

» A Porsche/Michelin one-two and Porsche/Michelin's **third win** at Austin

» **Thrilling scrap** between the Porsche 919 Hybrids and Toyota TS050 Hybrids

» Despite the searing heat (45°C), **Porsche and Toyota succeeded in double-stinting** their Michelin tyres



TIMETABLE (LOCAL TIME)

SATURDAY, FEBRUARY 22

8:00am	Free Practice 1	120 minutes
12:45pm	Free Practice 2	120 minutes
5:40pm	LM GTE Qualifying	20 minutes
6:10pm	LMP Qualifying	20 minutes

SUNDAY, FEBRUARY 23

12:00 noon	Start, Lone Star Le Mans	6 hours
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Source: fiaawec.com - information subject to change

THE 2020 LONE STAR LE MANS

- » Austin returns as a WEC venue for the first time since 2017
- » The first of two back-to-back American 2019/2020 FIA WEC rounds
- » A six-hour afternoon race
- » COTA is standing in for Interlagos (Brazil) to host Round 5 of the 2019/2020 FIA WEC





PIERRE ALVES

Endurance Programme Manager, Michelin Motorsport

"The FIA World Endurance Championship returns to Austin for the first time since the 2017 race when the thermometer reached more than 40°C. This time, we are there in winter and the temperature is likely to range from 10 to 20°C, and the weather promises to be changeable. With regard to tyres, the Circuit of the Americas is harder on tread compounds than it is on casings, and it's the only anticlockwise track on the calendar. The lap starts with a steep climb up to Turn 1 which calls for heavy braking that puts big constraints on the front tyres. The next nine corners enable the drivers to get good heat into their tyres before the second part of the circuit which comprises a long straight, more hard braking and a sequence of turns out of which the cars reaccelerate hard. Parts of the track have been resurfaced to iron out the many bumps, but fewer bumps mean higher speeds and that equates to extra energy our tyres will need to absorb. I would like to say a big thank you to our supply chain people who had to divert the tyres originally intended for Sao Paolo to Austin at a very late stage. Thanks, too, to our factory for making the soft tyres we need for Austin but which weren't planned for Brazil, again at the last moment."

**THE CIRCUIT
OF THE AMERICAS
IS HARDER
ON TREAD
COMPOUNDS THAN
IT IS ON CASINGS**



ALLOCATION LONE STAR LE MANS

	SLICKS Soft, Medium	INTERMEDIATE	WET
LM P1	31/71 R 18	31/71 R 18	31/71 R 18
	SLICKS Medium, Hard	INTERMEDIATE	WET
LM P2	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18
	SLICKS Soft, Medium	INTERMEDIATE	WET
LM GTE PRO	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18
	SLICKS Soft, Medium	INTERMEDIATE	WET
LM GTE AM	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18

Example: 31/71 R 18: width (cm) / exterior diameter (cm) x interior diameter (inches)

ALLOCATION (MICHELIN PILOT SPORT ENDURANCE SLICKS) PER CAR – LONE STAR LE MANS

	Free Practice	Qualifying + Race
LM P1	12 tyres	Qualifying + Race: 18 tyres
LM P2	12 tyres	Qualifying + Race: 18 tyres
LM GTE PRO	12 tyres	Qualifying + Race: 18 tyres
LM GTE AM	16 tyres	Qualifying + Race: 26 tyres

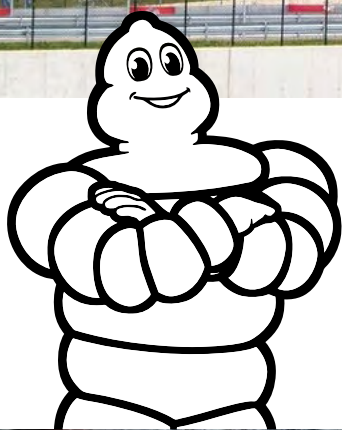


MICHELIN AND ENDURANCE RACING IN THE USA

- » Michelin won the very first FIA WEC race, at Sebring, Florida, in 2012
- » From 1999 to 2013, Michelin won 143 American Le Mans Series races and 28 titles
- » In 2019, Michelin was named 'Official Tire of IMSA' (IMSA WeatherTech SportsCar Championship, IMSA Michelin Pilot Challenge, etc.)
- » Michelin scored its first major endurance racing victory in the USA at the 2000 24 Hours of Daytona with the Oreca-run Viper
- » Michelin has won the 12 Hours of Sebring 16 times. The 68th running of this event takes place on March 21

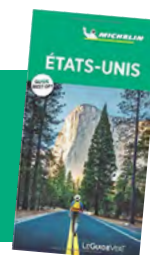
LONE STAR LE MANS TRIVIA

- » The Circuit of the Americas (COTA) is situated in Elroy, near the Texan capital Austin
- » The Circuit of the Americas has hosted a Formula 1 grand prix every year since 2012 and MotoGP action since 2013
- » In 2019, the Circuit of the Americas held an IndyCar Championship race for the first time
- » The 76-metre high observation tower at Turn 17 is the work of Miro Rivera Architects
- » The Rolling Stones are scheduled to perform at the Circuit of the Americas on May 24, 2020
- » Austin is sometimes referred to as Silicon Hills, since companies like Dell, Apple, HP and IBM operate there
- » The University of Texas campus houses 50,000 students
- » With around 300 days of sunshine per year, Austin is one of the USA's sunniest cities



MICHELIN GREEN GUIDE

Explore the USA with the Michelin Green Guide United States which lists 10 not-to-miss destinations, 20 favourite sites and five itineraries that last from 10 to 30 days.



MICHELIN FACTOID




Toyota/Michelin is targeting its first victory at the Circuit of the Americas. Success for the Toyota TS050 Hybrid would take it level with the Porsche 919 Hybrid's record of 17 FIA WEC wins.



ENTRY LIST

LONE STAR LE MANS

LM P1

- | | | |
|-----|---|---|
| N°1 | REBELLION RACING • REBELLION R13 - GIBSON
SENNA/MENEZES/NATO |  |
| N°7 | TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID
CONWAY/KOBAYASHI/LOPEZ |  |
| N°8 | TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID
BUEMI/NAKAJIMA/HARTLEY |  |

LM P2

- | | | |
|------|--|---|
| N°21 | DRAGONSPEED • ORECA07-GIBSON
HEDMAN/HANLEY/BRAUN |  |
| N°22 | UNITED AUTOSPORTS • ORECA07 - GIBSON
HANSON/ALBUQUERQUE/DI RESTA |  |
| N°29 | RACING TEAM NEDERLAND • ORECA 07 - GIBSON
VAN EERD/VAN DER GARDE/DE VRIES |  |
| N°33 | HIGH CLASS RACING • ORECA07 - GIBSON
PATTERSON/YAMASHITA/FJORDBACH |  |
| N°36 | SIGNATECH ALPINE ELF • ALPINE A470 - GIBSON
LAURENT/NEGRAO/RAGUES |  |
| N°37 | JACKIE CHAN DC RACING • ORECA07 - GIBSON
TUNG/AUBRY/STEVENS |  |
| N°38 | JOTA • ORECA 07 - GIBSON
GONZALEZ/DA COSTA/DAVIDSON |  |
| N°42 | COOL RACING • ORECA 07 - GIBSON
LAPIERRE/BORGA/COIGNY |  |
| N°47 | CETILAR RACING • DALLARAP217 - GIBSON
LACORTE/BELICCHI/SERNAGIOTTO |  |

LM GTE PRO












- | | | |
|------|--|--|
| N°51 | AF CORSE • FERRARI 488 GTE EVO
CALADO/PIER GUIDI |  |
| N°63 | CORVETTE RACING • CORVETTE C8.R
MAGNUSSEN/ROCKENFELLER |  |
| N°71 | AF CORSE • FERRARI 488 GTE EVO
RIGON/MOLINA |  |
| N°91 | PORSCHE GT TEAM • PORSCHE 911 RSR-19
BRUNI/LIETZ |  |
| N°92 | PORSCHE GT TEAM • PORSCHE 911 RSR-19
CHRISTENSEN/ESTRE |  |
| N°95 | ASTON MARTIN RACING • ASTON MARTIN VANTAGE AMR
SORENSEN/THIIM |  |
| N°97 | ASTON MARTIN RACING • ASTON MARTIN VANTAGE AMR
LYNN/MARTIN |  |

LM GTE AM

- | | | |
|------|--|---|
| N°54 | AF CORSE • FERRARI 488 GTE EVO
FLOHR/CASTELLACCI/FISICHELLA |  |
| N°56 | TEAM PROJECT 1 • PORSCHE 911 RSR
PERFETTI/HEINEMEIER-HANSON/CAIROLI |  |
| N°57 | TEAM PROJECT 1 • PORSCHE 911 RSR
KEATING/FRAGA/BLEEKEMOLEN |  |
| N°62 | RED RIVER SPORT • FERRARI 488 GTE EVO
GRIMES/MOWLEN/HOLLINGS |  |
| N°70 | MR RACING • FERRARI 488 GTE
ISHIKAWA/BERETTA/COZZOLINO |  |
| N°77 | DEMPSEY-PROTON RACING • PORSCHE 911 RSR
RIED/CAMPBELL/PERA |  |
| N°83 | AF CORSE • FERRARI 488 GTE EVO
PERRODO/COLLARD/NIELSEN |  |
| N°86 | GULF RACING • PORSCHE 911 RSR
WAINWRIGHT/WATSON/BARKER |  |
| N°88 | DEMPSEY-PROTON RACING • PORSCHE 911 RSR
PREINING/TBA/TBA |  |
| N°90 | TF SPORT • ASTON MARTIN VANTAGE
YOLUC/EASTWOOD/ADAM |  |
| N°98 | ASTON MARTIN RACING • ASTON MARTIN VANTAGE
DALLA LANA/TURNER/GUNN |  |

FIA WORLD ENDURANCE LMP1 CHAMPIONSHIP

LMP1 MANUFACTURERS












										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	TOYOTA GAZOO RACING		26	26	18	24				108
2 nd	REBELLION RACING		2	15	26	38				67
3 rd	TEAM LNT		15	2	12	0				29

LMP1 DRIVERS










										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	JOSE MARIA LOPEZ		26	18	18	38				97
1 st	KAMUI KOBAYASHI		26	18	18	38				97
1 st	MIKE CONWAY		26	18	18	38				97
2 nd	BRENDON HARTLEY		18	26	18	27				89
2 nd	KAZUKI NAKAJIMA		18	26	18	27				89
2 nd	SÉBASTIEN BUEMI		18	26	18	27				89
3 rd	BRUNO SENNA		2	15	26	24				67
3 rd	GUSTAVO MENEZES		2	15	26	24				67
3 rd	NORMAN NATO		2	15	26	24				67

FIA ENDURANCE TROPHY - LMP2

LMP2 TEAMS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	JACKIE CHAN DC RACING		12	19	18	23				72
2 nd	UNITED AUTOSPORTS		0	15	15	39				69
3 rd	RACING TEAM NEDERLAND		16	25	10	15				66

LMP2 DRIVERS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	GABRIEL AUBRY		12	19	18	23				72
1 st	HO-PIN TUNG		12	19	18	23				72
1 st	WILL STEVENS		12	19	18	23				72
2 nd	FILIPE ALBUQUERQUE		0	15	15	39				69
2 nd	PHILIP HANSON		0	15	15	39				69
3 rd	FRITS VAN EERD		16	25	10	15				66
3 rd	GIEDO VAN DER GARDE		16	25	10	15				66

GT FIA WORLD ENDURANCE CHAMPIONSHIP

GT MANUFACTURERS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	ASTON MARTIN RACING		25	40	22	61				148
2 nd	PORSCHE		43	27	34	28				132
3 rd	FERRARI		21	22	33	45				121

GT DRIVERS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	MARCO SØRENSEN		10	25	10	38				83
1 st	NICKI THIIM		10	25	10	38				83
2 nd	ALESSANDRO PIER GUIDI		13	12	25	18				68
2 nd	JAMES CALADO		13	12	25	18				68
3 rd	GIANMARIA BRUNI		25	9	15	16				65
3 rd	RICHARD LIETZ		25	9	15	16				65

FIA ENDURANCE TROPHY - GTE AM

GTE AM TEAMS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	TEAM PROJECT 1		1	15	18	39				73
2 nd	AF CORSE		25	18	12	18				73
3 rd	ASTON MARTIN		18	0,5	15	27				60,5

GTE AM DRIVERS

										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	20/03	25/04	13-14/07	
1 st	BEN KEATING		1	15	18	39				73
1 st	JEROEN BLEEKEMOLEN		1	15	18	39				73
2 nd	EMMANUEL COLLARD		25	18	12	18				73
2 nd	FRANÇOIS PERRODO		25	18	12	18				73
2 nd	NICKLAS NIELSEN		25	18	12	18				73
3 rd	DARREN TURNER		18	0,5	15	27				60,5
3 rd	PAUL DALLA LANA		18	0,5	15	27				60,5
3 rd	ROSS GUNN		18	0,5	15	27				60,5

MICHELIN FIA WEC RANGE 2019/2020 SEASON

	SLICK Soft - Medium - Hard	HYBRID	WET	FULL WET
LM P1	31/71 R 18	31/71 R 18	31/71 R 18	31/71 R 18
	SLICK Soft - Medium - Hard	INTERMEDIATES	WET	
LM P2	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	
	SLICK Soft - Medium - Hard	INTERMEDIATE	FULL WET	
LM GTE PRO	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	
LM GTE AM	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	

EXTRACTS FROM THE FIA WEC SPORTING REGULATIONS

Two drivers from each crew must set at least one timed lap during qualifying. The average of the two best lap time times (the best of each driver) will serve as the reference time for establishing the grid (except Le Mans). If two or more crews set identical average times, priority is given to the one who set it first.

For the LMP2 category, one of the two timed laps used for the establishment of the grid must be completed by a Silver or Bronze driver.

For the LMGTE Am category, one of the two timed laps used for the establishment of the grid must be completed by a Bronze driver.

Races start after a formation lap.

To be classified, a car must cross the finish line must have covered at least 70% of the distance covered by the car classified in first place in the overall classification.

POINTS-SCORING SYSTEM 4-HOUR RACES

- 1st - 38 points
- 2nd - 27 points
- 3rd - 23 points
- 4th - 18 points
- 5th - 15 points
- 6th - 12 points
- 7th - 9 points
- 8th - 6 points
- 9th - 3 points
- 10th - 2 point
- +10th - 1 point
- Pole position: +1 point
- Drivers and Manufacturers

For all the above classifications, an additional point will be awarded, at each Competition, to the «pole position» team in each category (best time achieved by the car in each category during qualifying with the exception of additional cars), as well as to all the drivers making up the crew of the car concerned.

FIA WEC TYRE REGULATIONS

6.5 TYRES

6.5.1 Definitions and general conditions

Each tyre must be identified by RFID and barcode. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tyres will be notified to the Stewards at the beginning of the Competition.

All tyres must be identifiable at any time (including when tyres are fitted on the car) via direct measurement by the RFID detection system put in place by the FIA. This includes automatic and manual detection. When tyres are fitted on the car, RFID must be on the outer side of the tyre.

Only in case of malfunction of the RFID system, manual measurement will be handled via barcode identification.

The use of undeclared tyres is prohibited in all Competitions of the Championship.

To allow automatic detection, each car must be equipped with RFID stickers according to Appendix 6. These stickers must be in place at all times during the Competition.

6.5.2 Dry-weather tyres: Declaration of specifications for the season

Tyre manufacturers may declare to the FIA/ACO a maximum of 3 tyre specifications per season, which will be frozen for the duration of the season. 2 of them must be declared at least 48 hours before the first Competition of the season.

Specifications break down as follows:

- LMP1 H, LMGTE Pro, LMGTE Am: 3 specifications per car model
- LMP1 NH, LMP2: 3 specifications for all models of cars entered in the category.

6.5.3 Dry-weather tyres: Declaration of specifications for the Competition

At the latest 48 hours before the beginning of any given Competition, tyre manufacturers must declare to the Technical Delegate 2 (or 3 if applicable) of the tyre specifications described in Article 6.5.2) to be used by Competitors during the Competition, to the exclusion of any other.

Tyre specifications are limited to 2 for Competitions comprising a race of 12 hours or less and to 3 for Competitions comprising a race of more than 12 hours.

6.5.5 Dry-weather tyres: collection and reintroduction (LMP1 H, LMP1 NH and LMGTE Pro only)

Collection:

30 At the latest the day before the beginning of the first Competition, the Technical Delegate will segregate tyres per specification and per car model which will have to be reintroduced in all the following Competitions of the Championship.

Segregation will proceed as follows:

For the first 2 specifications declared before the first Competition of the season:

- Segregation of 1 set* of tyres per specification per car model and per Competition comprising a race of 6 hours (or less)
- Segregation of 2 sets* of tyres per specification per car model and per Competition comprising a race of 6 hours or greater but less than 24 hours.
- Segregation of 3 sets* of tyres per specification per car model and per Competition comprising a race of 24 hours.

* A set of tyres is a set of 4 tyres made up of 2 front tyres and 2 rear tyres.

If the third specification is declared at the same time as the first two, it will be part of the segregation process described above. After segregation, the Technical Delegate will communicate to the tyre manufacturer the full list of segregated tyres for the full season.

If the third specification is declared after the first Competition, the same segregation process will be applied taking into account the number of Competitions remaining in the season.

After segregation, the Technical Delegate will communicate to the tyre manufacturer an update of the list of segregated tyres.

Tyres to be reintroduced must not be part of the references declared by tyre manufacturers to the Technical Delegates before each Competition.

Réintroduction :

From the second race Competition, at the latest 24 hours before the start of the race, the Technical Delegate will transmit to the Competitors and tyre manufacturers the list of tyres for re-allocation, mentioning the number of the car on which each tyre is to be used. This list will be notified to the Stewards.

Each Competitor is responsible for the reintroduction of tyres, and must do so in compliance with these regulations.

Each tyre must be reintroduced on the first use of new tyres of the specification concerned during the race.

6.5.6 Wet-weather tyres: declaration of specifications for the season

Tyre manufactures must declare wet-weather tyre specifications as listed below. Any specification will be frozen for the season and must be declared to the Technical Delegate at the latest 48 hours before the first Competition of the season. A drawing of the declared specifications must be sent with the declaration (digital format and on 1:1 scale tracing paper).

- LMP1 H: 1 intermediate and 2 wet specifications per car model
- LMP1 NH: 1 intermediate and 2 wet specifications for all models of cars entered in the category
- LMP2: 1 intermediate and 1 wet specification for all models of cars entered in the category
- LMGTE Pro / LMGTE Am: 1 intermediate and 1 wet specification per car model

6.5.7 Wet-weather tyres: declaration of specifications for the Competitions

The number of wet-weather tyre specifications usable during a Competition is not limited, subject to the provisions of Article 6.5.6

6.5.8 Wet-weather tyres: allocation

Unless specifically authorised in the present Regulations, wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course / Race Director.

The number of wet-weather tyres usable during a Competition is not limited.

6.5.9 Tyres used to join the starting grid

Tyres used for going from the pits to the starting grid before the race may be either wet-weather or dry weather tyres and will not be counted in the allocation of tyres.

6.5.10 Change of tyre manufacturer during the season

A change of tyre manufacturer is not allowed during the season for the LMGTE Pro and LMGTE Am categories. It is allowed only once for the LMP1 H, LMP1 NH and LMP2 categories.

6.5.11 Specific sessions

During a Competition, if a specific test session (e.g. Safari circuit) is organised by the Promoter of the Competition, conditions regarding tyre limitation and declaration will not be applied.

6.5.12 Grooving and regrooving

Grooving tyres is strictly prohibited. The regrooving of the tyres is not allowed in LMP2 and LMGTE Am. The regrooving of tyres is allowed in LMP1 H, LMP1 NH and LMGTE Pro.

6.5.13 Exchange of commercial tyres (for the LMP2 category only)

Each tyre manufacturer may be given used tyres, used during a Competition, of the other manufacturers in their category. This applies to both dry-weather and wet-weather tyre specifications.

Tyre exchange is to be done with the support and confirmation of the Technical Delegate.

Exchange of new tyres (applicable for dry-weather and wet-weather tyres):

Any tyre specification declared for the Championship must be exchanged at the first Competition during which it is introduced.

This process may be repeated only once per season, at the 24 Hours of Le Mans.

Exchange of used tyres (applicable for dry-weather and wet-weather tyres):

A full set of tyres, used during the race, may be exchanged between tyre manufacturers.

This process may be repeated at every race in the Championship (upon request from a tyre manufacturer during the Competition). The exchange is to be notified within 1 hour after the end of the race.

6.5.14 Applicable Penalties

Penalty for breaching the tyre rule: 3-minute Stop & Go per infringement.

PIT STOP REGULATIONS

12.5 Safety and obligations during wheel/tyre changes

12.5.1 Where wheel/tyre changes are authorised

Wheel/tyre changes are authorised only:

- On the starting grid up to the «3 minutes» board
- In the working area in front of the car's pit, on the conditions defined by Article 12.3
- As an exception, the tyres may be changed inside the garage if and only if the car has been pushed there for the purpose of carrying out mechanical operations on it. This dispensation of the established principle will be interpreted restrictively
- On the track during the suspension of a race according to Article 14.3.

12.5.2 Obligations of the mechanics

For a wheel change, mechanics must:

- bring a maximum of two pneumatic wheel guns into the working area,
- without external assistance, take the new wheels, fit them on the car and put the replaced ones between the garage and the 2.5 m line or inside the garage,
- carry at all times the detached wheels when they are outside the garage. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car just during the change of the wheel concerned,
- not throw the wheels or drop them,

- disconnect the air jacks and take the equipment back behind the 2.5 m line.

At no moment beyond the 2.5 m line may wheel(s), wheel gun(s), bodywork or any other equipment be left unattended by one of the four mechanics.

The area situated between the painted line in front of the pit shutter and the 2.5 m painted line may be used for tyres and the tools necessary for these operations. No assistance may be given by a person standing in that area.

For any wheel that the mechanics lose control of, or for any other infringement of the present article: penalty at the Stewards' discretion.

12.5.3 Restrictions concerning equipment

It is prohibited to have any equipment:

- For speeding up the removal of the wheels. Only two wheel guns or two pneumatic torque wrenches are authorised per car in the working area at any given time. A maximum of 2 different pneumatic wheel guns can be used during a wheel change to change the tyres.
- For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion.
- Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the two wheel guns and the air-jack coupling.