



EUROPEAN LE MANS SERIES COMMITTEE



TO: Teams Manufacturers
CATEGORY: LMP2 LMP2 Pro/Am LMP3 LMGT3

DECISION N°: ELMS_2024_D17_LMP2_LMP2_ProAm_LMGT3_Tyre_pressure_and_camber_CAST

DATE: 29/04/2024 **FROM:** The European Le Mans Series Committee

SUBJECT: Tyre Pressures and Cambers for Le Castellet Competition

APPLICABLE REGULATION

Articles 6.5.3 2024 European Le Mans Series Sporting Regulations

DECISION

As per Article 6.5.3 of the European Le Mans Series Sporting Regulations, the Technical Delegate will monitor relative tyre pressure and static camber values of cars.

Reference tyre pressures and cambers for dry-weather tyres are provided by the designated tyre supplier in the following tables.

Checks can be performed at any time by (without it being limited to): the Technical Delegate, his assistants, judges of fact, tyre supplier personnel.

Tyre pressure monitoring

Tyre pressure will be monitored using tyre pressure monitoring sensors ("TPMS") and manual gauge readings. The TPMS signal will be randomly checked with manual gauge readings by scrutineers and/or tyre 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 tyre pressure requirement will be deemed to be the average hot tyre 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 Delegate, 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 within the last 3 laps prior to a Competitor pitting.

Any decision taken by the European Le Mans Series Committee is not subject to appeal.

<http://elms.alkamelsystems.com/noticeBoard.php>



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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 set to the tyre manufacturer's minimum authorized relative pressure.

The tolerance for the camber gauge is set to 0.1°.

Manufacturer Tables:



Goodyear instructions – 4H of Le Castellet 2024

All LMGT3 competitors must adhere to the pressures and cambers set out by Goodyear in the table below:

	<i>Le Castellet</i>
<i>Minimum FRONT Stabilized Relative Pressure</i>	<i>1.90 bar</i>
<i>Minimum FRONT Static Relative Pressure</i>	<i>1.85 bar</i>
<i>Minimum REAR Stabilized Relative Pressure</i>	<i>1.90 bar</i>
<i>Minimum REAR Static Relative Pressure</i>	<i>1.85 bar</i>
<i>Minimum FRONT camber at static ride height</i>	<i>-3.2 °</i>
<i>Maximum FRONT camber at static ride height</i>	<i>-</i>
<i>Minimum REAR camber at static ride height</i>	<i>-2.3 °</i>
<i>Maximum REAR camber at static ride height</i>	<i>-</i>



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Goodyear instructions – 4H of Le Castellet 2024

All LMP2 competitors must adhere to the pressures and cambers set out by Goodyear in the table below:

	<i>Le Castellet</i>
<i>Minimum FRONT Stabilized Relative Pressure</i>	<i>2.05 bar</i>
<i>Minimum FRONT Static Relative Pressure</i>	<i>2.00 bar</i>
<i>Minimum REAR Stabilized Relative Pressure</i>	<i>1.95 bar</i>
<i>Minimum REAR Static Relative Pressure</i>	<i>1.90 bar</i>
<i>Minimum FRONT camber at static ride height</i>	<i>-2.2°</i>
<i>Maximum FRONT camber at static ride height</i>	<i>-</i>
<i>Minimum REAR camber at static ride height</i>	<i>-1.3°</i>
<i>Maximum REAR camber at static ride height</i>	<i>-</i>

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**