



# EUROPEAN LE MANS SERIES COMMITTEE



To:  LMP2  LMP2 Pro/Am  LMP3  LMGT3

Decision: ELMS\_2026\_D01\_LMP3\_Technical\_Information\_Amended

Date: 10/03/2026

Subject: Technical information for the LMP3 category

## APPLICABLE REGULATION(S)

- 2026 European Le Mans Series Sporting Regulations
- 2026 Technical Regulations for LMP3 Prototypes

## DECISION

### FUEL RIG RESTRICTOR

As per Appendix A of the Technical Regulations for LMP3 Prototypes: diameter "D" must be 33mm.

### REFERENCE SURFACE TOLERANCE

Longitudinally and laterally: a maximum of 3mm gap between a straight bar lying longitudinally and laterally on the reference surface and the reference surface.

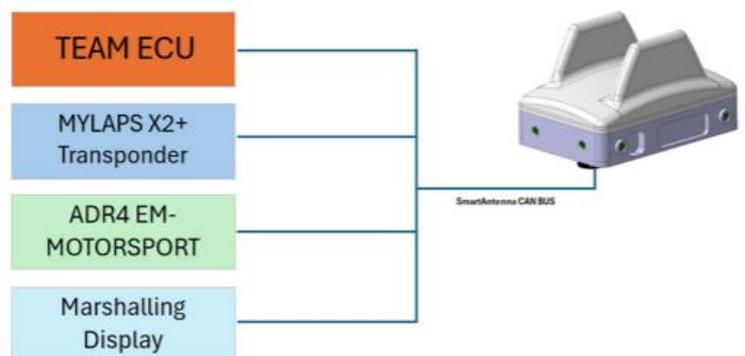
## ELECTRONIC EQUIPMENT

The use of Marelli Telemetry System is mandatory.

The Telemetry System designed by Marelli is a "modular" system in which, on board the vehicle, the logging functionalities have been separated from the wireless functions.

The system is designed to log the data input from the mandatory sensors. The data is then stored on the systems' USB-flashdrive and must be uploaded each time a car enters the pitlane.

The integrated smart antenna connects the vehicle to race control, sending the GPS-position of the car to locate it on track and receiving flag signals to show on the marshalling display onboard the vehicle.



## COOLING OF THE CAR

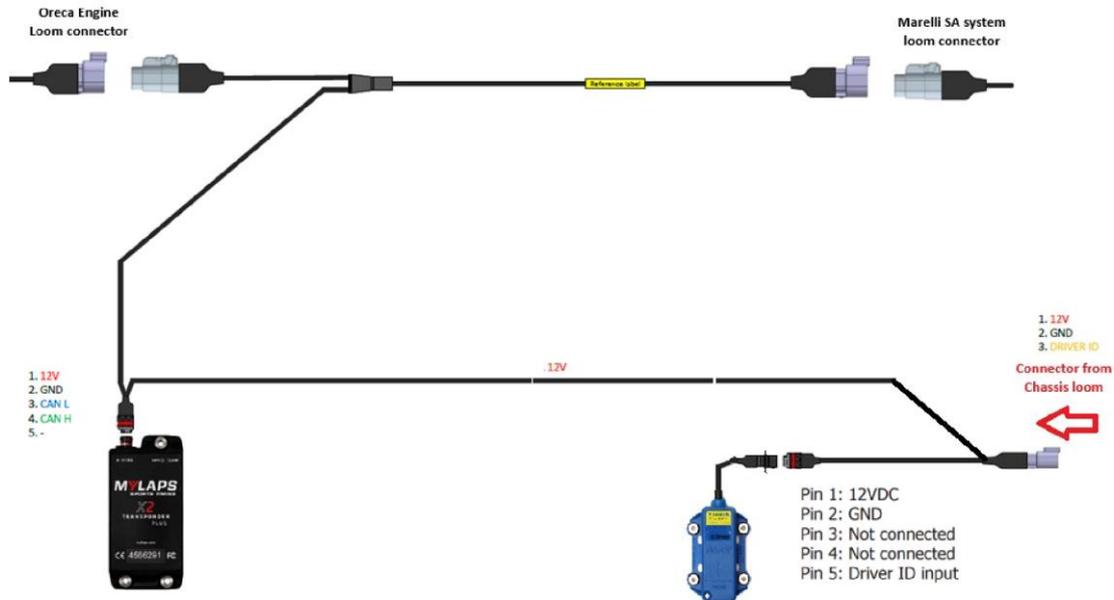
### Brake cooling

To adjust the front and rear brake cooling, it is allowed to blank partially or totally the brake cooling duct(s) inlet(s) only with adhesive tape.



## TRANSPONDER ARCHITECTURE

Example of “Marelli-scrutineering” loom architecture with the transponder Mylaps X2 plus as main transponder:



The position of the MYLAPS X2 transponder must comply with the location specified in the homologation documents.

## GEARBOX DIFFERENTIAL SET UP

The leading document regarding the acceptable parts for gearbox and differential setup is the vehicle homologation form which must be respected at any time:

- Gear sets as specified in the powertrain homologation form.
- Differential ramp angles must respect the setting specified in the powertrain homologation form: 60° drive and 30° coast.
- At any time during the competition, the differential preload is limited to a maximum of 90Nm. The preload will be checked directly at the wheel with the pads removed.
- The differential assembly must include 2 steel discs (P/N 183-0009), 2 friction discs (P/N 183-0002) and 1 disc spring (P/N 183-0011) per side, and its assembly order must follow the sequence detailed in the homologation form and the Xtrac drawing (1152-949-000A, Latest issue). No additional parts are allowed.

The prescriptions given in the Xtrac-manual (1152 Longitudinal Sportscar Transaxle Gearbox Manual, Latest issue, currently Iss. 5.0) must be followed.

## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application  
 from:

And is applicable:

- until further notice  
 for the above-mentioned Competition only