



EUROPEAN LE MANS SERIES COMMITTEE



To: LMP2 LMP2 Pro/Am LMP3 LMGT3

Decision: ELMS_2026_D02_All_Sporting_Clarifications

Date: 18/02/2026

Subject: Sporting clarifications for the 2026 season

APPLICABLE REGULATION(S)

2026 European Le Mans Series Sporting Regulations

DECISION

ARTICLE 4.3.2 – RACE CONTROL RADIO (*wording only*)

4.3.2 Race control radio

Race Control Radio is also referred as "Pit-wall radio".

Listening to the Race Control Radio channel is mandatory for all Competitors entered in each Competition of the Series.

~~Unless instructed otherwise, from 10 minutes before the cars are allowed on track until 10 minutes after the last car has crossed Safety Car Line 1 after a session, or has entered the "Parc Fermé" after the race, the radio frequency will be active. Each Competitor must ensure that for every car entered, someone is listening to the Race Control Radio during the periods detailed above.~~

Unless otherwise directed by officials, the race control radio must be monitored:

- from 10 minutes before the cars are allowed on track,
- until 10 minutes after the last car has:
 - either crossed Safety Car line 1 at the end of a session,
 - or entered Parc Fermé at the end of the race.

Competitors must ensure that safety information is passed on to the drivers immediately.

Solely at the Stewards' discretion (whose decision cannot be appealed), failure to adhere to instructions given via Race Control Radio may be considered an infringement of Article 12.2.1.i of the Code.

Teams must immediately inform Race Control of any problems with the reception of this radio channel by any means available to them.



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ARTICLE 5.2 – DRIVERS' OVERALL

5.2 Scrutineering

5.2.1. General provisions

A maximum of 4 people of a Competitor is authorised per car during scrutineering. Scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety.

No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker.

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns a minima:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.
- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated.
- Drivers of the same crew must wear racing overalls that are identical in design, colour and markings.

ARTICLE 7.5.2 – PENALTIES AT THE END OF THE RACE

7.5.2 For penalties notified at the end of the race

If a penalty is notified on the Monitors during the last 5 laps 15 minutes, and the car does not fulfil the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.

The time added for a Drive Through penalty or a Stop and Go penalty will be specify in the first Bulletin of the Stewards for each Competition.

ARTICLE 10.2.2 – PROCEDURES DURING QUALIFYING (*wording only*)

10.2.2 Procedures applicable to the qualifying session

During the qualifying practice session it is prohibited:

- for a car to go into its garage; it must stay on the pit lane (on pain of cancellation of the times set before the car entered its garage);
- to refuel;

In addition:

- Cars not taking part in the session (e.g. LMGT3 during the LMP3 session, LMP3 during the LMGT3 session) must imperatively be placed inside their garages, except those which must proceed to scrutineering.
- Competitors will be allowed to take the cars out of the garages and place them on the pit lane only once authorised by the Race Director.
- Competitors will be allowed to join the fast lane only once authorised by the Race Director.

Competitors can only take the cars out of their garages and place them in their designated working areas when allowed to do so by the Race Director. Subsequently, cars can only join the "fast lane" when allowed to do so by the Race Director.



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Except for exemptions that may be set out below, during the qualifying sessions, cars not eligible in the current session must remain in their garages while cars eligible and taking part in the current session must not enter their garages. Failing the latter, a penalty of cancellation of the lap times set before the car entered its garage will be imposed.

At the end of each qualifying session, cars will be placed under Parc Fermé. Cars must go either inside their garage or to the scrutineering area if required to do so.

The end of the Parc Fermé Regulations will be announced by Race Control.

Regarding operations on/related to cars:

- For cars taking part in the sessions, refuelling is forbidden during the sessions.
- Tyres must only be fitted when the car is on the working area.
- At the end of the sessions, it is strictly forbidden to lift the cars going to the scrutineering area (except if authorized by an official).
- For cars placed under Parc Fermé in their garages, Competitors are only allowed to: lift the cars and use skates to park the cars in the garages, check tyre pressure, tyre temperature and remove the data logger USB. The Driver is allowed to exit the car.
- Under Parc Fermé, one mechanic per car may connect/disconnect an additional power supply to run internal cooling units or to place external cooling devices around the car to prevent damage.

ARTICLE 11.2.3 – STARTING PROCEDURES COUNTDOWN *(wording only)*

11.2.3 Countdown

The approach of the start will be announced by signal given to the competitors:

These signals mean:

- "5 minutes" signal: ~~start of the countdown:~~ drivers on board, no further work allowed on the cars. Tyre change is forbidden; cars must be resting on their wheels.
- "3 minutes" signal: ~~start of the grid evacuation: only officials, drivers in the cars and one Competitor's personnel per car, next to the car, are allowed on the grid everyone except the drivers in their cars, one personnel from the Competitor per car and officials must leave the grid.~~
- "1 minute" signal: the doors of cars must be closed, and the Competitor personnel must leave the grid. The engines are started by the drivers without external assistance.
- "30 seconds" signal: only 30 seconds remaining before the formation lap.
- Showing of the green flag: start of the formation lap **(s)** behind the Leading Car: the cars must maintain their grid positions.

The details will be specified at each Competition.



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ARTICLE 14.4.2 – RED FLAG PROCEDURES FOR CARS ON THE GRID

14.4.2 Procedure concerning cars present on the grid

At the “15 minutes” signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 3 personnel from the Competitors per car, wearing the appropriate armbands, and equipped as defined in Article 4.2.2, will be allowed to access the grid to carry out exclusively the following tasks:
 - o Assisting the driver,
 - o Helping to start the car with an external battery,
 - o Checking the tyres and brakes,
 - o Changing the tyres if allowed by the Race Director,
 - o Removing the cover from the car,
 - o Demisting the windscreen.
 - o For cars eligible for Pass Around, the use of skates will be permitted to shift cars to the right side of the track to facilitate the procedure.
- The same operations will be allowed for cars in the pit lane.

At the “5 minutes” signal

- The cars must be uncovered.
- The Driver needs to be in the car.
- “Wave-by”: all cars located on the grid between the best overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the “3 minutes” signal

- 3 minutes before the race resumes.
- The cars must be resting on their wheels, without any cooling device, **no further work allowed on the cars.**
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
- If the leader of the category entered the pit lane after the red flag procedure has been deployed, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.

At the “1 minute” signal

- All cars eligible for Pass Around (car whose category leader is behind, in the order of cars on the track) correctly positioned on the right side of the track, will be instructed to complete a lap without overtake and join the back of the line of cars behind the Safety Car.
- For the other cars, engines must be started, and the tyre and brake technicians from the Competitors must withdraw from the grid. If a driver needs assistance after the "30 seconds" signal, this shall be signalled by the marshals with the yellow flags.



ARTICLE 14.6 – SAFETY CAR PROCEDURES

14.6.4 “Pass-Around”

If deemed appropriate, the Race Director will authorise "Pass-Around" for any car that has their category leader behind them in the order circulating behind the Safety Car.

It is the competitor's responsibility to determine if their car is eligible for Pass-Around. Penalty for Pass-Around when ineligible: Stop & Go for time equal to two (2) race laps.

All cars participating in the Pass-Around must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

Cars participating in the Pass-Around must, only when directed to do so, immediately overtake the Safety Car safely in the proper order and catch up with the field as quickly as possible without affecting safety and take up position at the rear of the line of cars behind the Safety Car.

Cars that benefit from the Pass-Around must respect the "Pit Entry Closed" light, regardless of the number of laps they have completed behind the Safety Car.

The Safety Car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, must pass the Safety Car.

Eligibility for Pass Around

The eligibility for Pass Around will be established based on the classification at the time of the last passing of the Safety Car on a Sector Loop before Race Control announces, 'Prepare for Pass Around'.

If the leader of a category is in the pit lane at the moment the message 'Prepare for Pass Around' is announced, then the eligibility is based on the next car from the category that was physically behind the leader on track in circulating order at the time the leader entered the pit lane.

The Safety Car shall be used at least until the car in the lead is behind it (except under Article 11.3) and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car's sector). Once the car in the lead had been behind the Safety Car, then if the leader enters the pit lane, the next car in circulating order will be placed behind the Safety Car.

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.12) and all remaining cars must keep the formation as tight as possible.

14.6.5 Access to and work in the pits under the Safety Car

During the first three laps of the Safety Car, the pit entry will be closed.

Any car entering the pits during these first three laps must inform Race Control beforehand and will be allowed only in one of the two following cases:

1)Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.
- Once the Safety Car procedures deployed, only one emergency pit stop will be allowed by competitor.

2)Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car will lose at least a lap.



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- In this case, the Competitor may only exit the pit lane when the next passing Safety Car, once all the cars in the line behind the Safety Car have passed Safety Car Line 2.
- If the Safety Car is withdrawn before the competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

If the leader pits during the first three laps, the next car in the results will be placed behind the Safety Car and so on as the cars decide to pit in the first three laps.

A car may enter the pits for repairs or refuelling, without restrictions, once the pit entry is open.

APPENDIX 2 – ARTICLE 3 – LMP3 RACE BY RACE COMPETITORS

3. Participation fees for “race-by-race” Competitors

The participation fees for “race by race” Competitors in a Series Competition are as follows:

- €21 500 per car and per Competition
- €12 000 as an advance on supplies and other technical costs
- €5 500 as rental fee for marshalling system.
- €4 655 as rental fee for Marelli Kit concerning Categories LMP2, LMP2 Pro/Am et LMGT3
- €475 as rental fee for Marelli Kit concerning LMP3 category.

APPENDIX 3 – ARTICLE 2 – TRANSPONDERS

1. Transponder

LMP2: 2 transponders MyLaps X2 Plus

- Main = MyLaps X2 Plus
- Spare = MyLaps X2 Plus

LMP3: 1 main + 1 spare

- Main = MyLaps X2 Plus: it must be connected on the CAN line of the “Marelli-scrutineering” loom to send data via Smart Antenna.

- Spare =

- MyLaps TR2 Direct Power
- MyLaps X2 car/bike
- MyLaps Car Pro DP-I
- AMB TranX 260 DP

A driver ID kit must be connected to the spare transponder.

- X2 Pro Plus with MoTec IMSA Michelin Driver ID Box with ASL 106-05PN connector conversion (RG, DV.PV0176ACO)

Or

- MyLaps Pro DPI + helmet plugs

Or

- Transponder MyLaps TR2 + Driver ID kit

Or

- Transponder MyLaps X2 car/bike + Driver ID Kit

LMGT3: 2 transponders MyLaps X2 Plus

- Main = MyLaps X2 Plus
- Spare = MyLaps X2 Plus



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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