



EUROPEAN LE MANS SERIES COMMITTEE



To: LMP2 LMP2 Pro/Am LMP3 LMGT3

Decision: ELMS_2026_D04_LMGT3_Technical_Information

Date: 10/03/2026

Subject: Technical information for the LMGT3 category

APPLICABLE REGULATION(S)

- 2026 European Le Mans Series Sporting Regulations
- 2026 Technical Regulations for Grand Touring Car LMGT3

DECISION

REFUELLING

- 1- During the race, the maximum cumulative deployed energy per stint (PPUEnergyStint) must be lower than the value described in the BOP table. The oversight will be based on the principle of a virtual energy tank store represented as PPUEnergyTank in the strategy.
- 2- The energy consumption will be calculated from the integral of the driveshaft torque sensors.
- 3- That energy will be considered from pit-out to pit-in.
For the first stint, the energy will count from the start-finish line at the start of the race (PPUEnergyTank = PPUEnergyStint).
- 4- For the last stint, the energy calculation will stop at the finish line at the chequered flag.
- 5- If PPUEnergyTank drops below 0, a penalty will need to be taken in accordance with the infringement table in Appendix 4 of 2026 Sporting Regulations and the deficit of PPUEnergyTank needs to be compensated at next pitstop at the rate defined by PPUEnergyFlow.
- 6- When the refueling hose is connected, PPUEnergyTank will increase by the rate defined by PPUEnergyFlow in MJ/s which corresponds to PPUEnergyStint/40s.
- 7- It is the Competitor's responsibility to ensure that the sensor's signal is correct. Any failure to do so will result in an immediate obligation to fix the problem. Any power cycle done during refuelling will result in a not compliant refuelling time.



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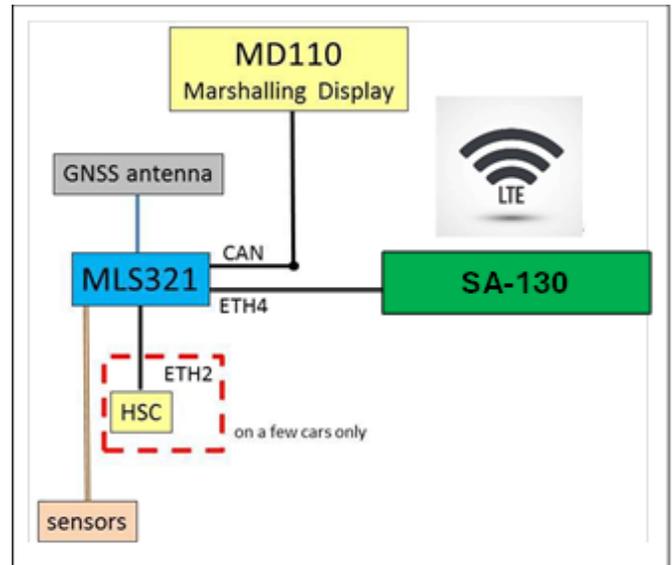
ELECTRONIC EQUIPMENT

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, some of which are directly connected to the logger. The data is then stored on the systems’ USB-flash-drive and must be uploaded each time a car enters the pitlane.

The integrated smart antenna also provides accurate live data transmitted via LTE. This allows the technical team to monitor mandatory sensor values while the car is running on track and review racing incidents and infringements with a minimum delay.

Furthermore, it 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.



ELECTRONIC INFORMATION

Any GPS antenna other than the one from the mandatory data logger must be homologated.

FULL COURSE YELLOW AND VIRTUAL SAFETY CAR MONITORING

FCY and VSC speeds will be monitored by the "FCY Speed control diagram" available in the Electronic/Technical package. The “*SpdIllegal*” channel will be monitored and must not exceed the value specified in the control diagram under any circumstances.

CHILLER UNIT

In case of installation in your cockpit of a chiller unit for ELMS Competitions, and if this option/installation is not part of your car homologation form, Competitors have to complete “chiller unit installation form”, available in the last Electronic/Technical package folder. This document must be sent to ACO for approval two weeks before the Competition.

Any installation must be mounted with fixation capable of accepting a 25g deceleration.

No modification (including extra fixing holes...) of a homologated chassis is permitted without the manufacturer approval and homologation document update.



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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