



EUROPEAN LE MANS SERIES COMMITTEE



To: ☒ LMP2 ☒ LMP2 Pro/Am ☒ LMP3 ☒ LMGT3

Decision: ELMS_2026_D20_All_Sporting_Clarifications

Date: 01/09/2026

Subject: Sporting clarifications for the 2026 season

APPLICABLE REGULATION(S)

☒ 2026 European Le Mans Series Sporting Regulations

DECISION

*This document cancels and replaces the following Committee decision(s): #D18.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.*

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 – SCRUTINEERING

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.

[...]

5.2.4 Equipment declaration

Competitors must declare all required information on the Series' technical platform no later than the start of the Administrative Checks as defined in the Competition timetable, unless otherwise specified by the Technical Delegates through an official communication in an accurate and timely manner and keep it updated it throughout a Competition. They must also make any changes requested by the Technical Delegates and their deputies as soon as possible.

Equipment declarations must be done on ACO-TECH: <https://aco-tech.online>

ARTICLE 6.3.5 – MARSHALLING DISPLAY

6.3.5 Marshalling display

It is the Competitor's responsibility to ensure that the Marshalling Display is installed within the Driver's field of vision.

The Driver must be able to easily see and recognize the signs or messages displayed.

In the absence of a proven technical failure, the Stewards will consider that the screen was visible in accordance with the requirements.



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ARTICLE 6.5 – TYRES

6.5.1 Definitions and general conditions

Each tyre must be identified by RFID and barcode (Technical list n°54). For the purposes of these regulations, “carry-over tyres” means tyres **from the Competitor's allocation (as mentioned in Article 6.5.4),** already declared to the Technical Delegate and scanned by RFID gate during **the Prologue of the Series or** a previous Competition of the Series.

Competitors must declare to the tyre manufacturer any carry-over tyres and wet tyres, no later than five (5) days before the start of the Competition.

All references (included carry-over tyres and wet tyres) must be declared by the tyres manufacturer 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. The list must comply with list according to Appendix 10.

Removing markings, logos and labels from the tyres is prohibited.

All tyres must be identifiable at any time (including when tyres are fitted on the car). When tyres are fitted on the car, RF ID and barcodes must be on the outer side of the tyre.

During and directly after the practice and race, after a tyre change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

Only in case of malfunction of the RFID system, manual measurement will be carried out via barcode identification. The use of undeclared tyres is prohibited in all Competitions of the Series.

[...]

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- To go from the pit lane to the starting grid before the start of the race, the tyres used can be either dry-weather tyres or wet-weather tyres and will not be counted in the allocation.
- From the start of a Competition, except for of "Carry Over" tyres which only be used in free practice, all dry-weather tyres used must be new.

	Free practices		Qualifications + Race
	Carry over	New	
LMP2	4	8	14
LMP2 Pro/Am	4	8	14
LMP3	4	16	
LMGT3	4	No limitation	

In the LMP3 category, four additional « joker » tyres can be used during the season, left to the discretion of the competitor and after declaration to the Technical Delegate. **These joker tyres must be new and are additional to the allocated tyres for the Competition.**

For the **“additional Supplementary”** competitors (race by race entry), an additional “joker” tyre can be used at any time during the Competition concerned, left to the discretion of the Competitor after declaration to the Permanent Technical Delegate. This allocation cannot exceed two additional “joker” tyres during the season.

These rules do not apply to the Bronze Test as provided for in Article 8.1.3.



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6.5.5 Tyre storage

All Competitors must identify two tyre storage areas in each cars' garage and its surrounding. Competitors will submit schematic solutions for approval to the Technical Delegate two weeks before the start of the competition including cumulatively:

- An area inside the garage (front part) where maximum 3 sets per car are allowed to stay into the garage and must remain all visible from the pit lane ;
- A second area for storing and preparing all the other tyres sets (immediately out of the rear of the garage) including wheel washing area.

Once in possession of the tyres, it is the responsibility of the Competitor to ensure that there are stored in the approved location. Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Tyres and wheels must remain entirely and easily visible, without any form of obstruction and in locations approved by the Technical Delegate, throughout the competition at all times, except the following cases:

- When tyres are being fitted on a car;
- When mounting and dismounting the tyre to the rim at the Tyre Suppliers garages;
- During transport between storage locations;
- During a pitstop when tyres are near the working area;
- When tyres are in racks / trolleys being taken to/returning from ~~or sitting on~~ the grid; **on the grid, tyres must remain stacked on their racks/trolleys before being fitted to the car.**
- When tyres taken to tyre manufacturers structure for damage/puncture examination.

At its absolute discretion, the Technical Delegate may at any time enforce Parc Fermé conditions on tyres located outside the approved storage areas, as well as to tyres making unnecessary or unreasonable stops, transits between the storage areas or between these and the Tyre suppliers' structure.

Where this is deemed necessary, details may be specified in a Stewards' bulletin.

[...]

6.5.8 Applicable penalties

Minimum penalty for breaching the tyre rule:

- Declaration infringement (list not declared, list declared late): 1000 € per infringement.
- Eligibility infringement (tyre used but not declared): € 1000 per tyre.
- **Infringement of the tyre allocation during free practices: € 1000 per tyre and a drive through penalty to be performed during the race.**
- Infringement of the tyre **allocation for qualifying and the race allowance**: Stop and Go of 2 minutes per tyre during the race
- Infringement to tyre heating or storage: Stop and Go of 3 minutes **to be performed** during the race

ARTICLE 7.1 – ELMS Committee

7.1 ELMS Committee

Certain aspects relating to the application of the Series Regulations have been entrusted to the European Le Mans Series Committee (hereinafter "the Committee"), whose composition is:

- Thierry Bouvet
- Christophe Besse
- Jean-Baptiste Besnard

The decisions of the ELMS Committee are taken in the last resort and cannot be appealed.



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Any competitor, manufacturer or driver wishing to obtain a clarification on a point of the regulations between two Competitions, may submit the matter to the European Le Mans Series Committee. Any interpretation given by the European Le Mans Series Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.

To do so, the competitor, manufacturer or driver must send the European Le Mans Series Committee a request, duly motivated, **no later than the Monday preceding the week of the Competition**, at comite.elms@lemans.org, clearly specifying the points on which they are requesting an interpretation.

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 – PROCEDURES DURING QUALIFYING

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.

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).



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- 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.

10.2.3 Specific cases

If a car does not participate in the qualifying practice session, the car will be placed on the grid behind the cars of its category, except exceptional circumstances at the discretion of its position on the starting grid will be determined by the Stewards.

If a car participates in the qualifying session but does not set a time or has its times cancelled during the qualifying practice session, it will be placed on the grid behind the cars in its category.

If a car is disqualified from the qualifying session, the car will be placed behind all the cars. In this case, the fastest driver in the crew must start the race.

In the event that several cars are placed on the grid behind the cars in their category, the Stewards will determine the appropriate order at its discretion.

~~As soon as a car is placed at the rear of the cars in its category, the fastest driver in the crew must start.~~

10.2.4 Red flag

Any car causing a red flag in a qualifying session will have all its lap times until the moment of the deployment of the red flag deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion. Furthermore, any car causing a red flag may not be allowed to re-join the qualifying session.

10.2.5 End of session and parc fermé

Cars will be placed under Parc Fermé. The cars must go inside their garage, or in the place indicated by the officials, except those which must proceed to scrutineering.

Only for the cars which are in their garage, Competitors are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the driver may exit the car. No other checks may be completed.

~~It is strictly prohibited for Competitors to lift their car to bring it inside the garage, forbidden to lift their car to go inside their garage or to go into the scrutineering area, unless instructed otherwise by officials.~~

Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.

ARTICLE 11.2.3 – STARTING PROCEDURES COUNTDOWN

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.



ARTICLE 12 – PIT LANE

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

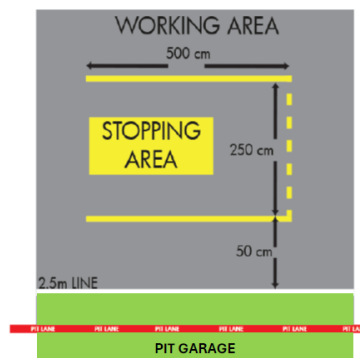
- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
- The acceleration and deceleration lane (or blending lane): this is the central lane reserved exclusively for the transition of a car joining:
 - o its dedicated stopping area, when coming from the fast lane;
 - o the fast lane, when it leaves its stopping area.This lane is not intended for circulation.
- The working area: this is the part closest to the garages, where work on the cars is allowed, **It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the 2.5m Line, as defined in Drawing n°1, on one side, to the central blending lane on the other.** The presence of people is only authorised during interventions on the car.

Cars in the fast lane have priority over cars in the acceleration lane or working area.

Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area. In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area.

Penalty at the discretion of Stewards.

Drawing n°1



12.1.3 Pushing the car in the pit lane

A car **on its wheels or on skates** can only be pushed by a maximum of four persons only under the following circumstances:

- To put it back in its pit;
- From the positions indicated by the Race Director during the briefing as far as its pit;
- **To position the car in its stopping area.**

The use of the reverse gear is prohibited in the pit lane.

12.1.4 Speeding in the pit lane

Speed (rounded to the higher km per hour) is limited to 60 kilometres per hour in the pit lane.

During For practice sessions, **as soon as cars are allowed in the fast lane, and warm-up,** any infringement will be penalised as indicated in the table below:



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SPEED S (kph)	Penalty
$60 < S < 65$	Fine of 500 €
$S \geq 65$	Fine of 100 € per kph over the limit - If the infringement is committed between the pit entry loop and the stopping area: all the lap times set since the previous pit stop up to the moment of the infringement will be cancelled. - If the infringement is committed between the stopping area and the pit exit loop, all lap times set up to the next pit stop will be cancelled.

During the race, any infringement will be penalised as indicated in the table below:

SPEED S (kph)	1st et 2nd infraction	3rd infringement and more
$60 < V < 70$	Drive through penalty	Penalty at the Stewards' discretion. Disqualification possible
$V \geq 70$	Stop & Go of 5 seconds per kph in excess of 70 kph	

12.2.2 Pit stop procedures

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and for general safety throughout the length of the pit stop.

This person must be in the working area before the car stops.

This person must remain in the pit lane throughout the stop and supervise but may perform no other function.

For operating a pit stop, the car must stop in its dedicated stopping area as defined per the following drawing n°1.

When the car is stopped in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

b) Driver change

A driver change may be carried out at any time during a pit stop, under the condition that the car is properly stopped, engine off, in its dedicated stopping area.

Drivers may not take part in any intervention other than that directly related to the driver change.

The driver help must be administered, by a driver of the crew concerned (who will then assume the exclusive role of driver help) and/or by a dedicated person (who will then assume the exclusive role of driver help), and/or by one or more persons, wearing the appropriate armband, authorised in the working area.

c) Refuelling

During all the sessions and the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping area, unless the car has entered the garage for repairs, in which case the refuelling can be done at the end of the pit stop, only in the stopping area.

A refueller can intervene only to put fuel into the car only when:

- The car is resting on its wheels

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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- The engine is off
- The "deadman" valve attendant is in position and operating the valve;
- The fire extinguisher attendant is in position, equipped with an extinguisher;
- The car has been grounded.

A maximum of three persons, wearing the appropriate armband, may do the following operations:

- Ground the car
- Manual cleaning of the car
- Visual checks on tyres / brakes

Under the condition that no bodywork panel or no part of any sort is removed from the car or brought in the working area. Tools are not allowed during the refuelling phase.

A maximum of two industry representatives and/or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes

The measurement of tyre temperatures and pressures is allowed in free practices (with manual tools only).

During the race by night, it will be allowed to bring a flashlight to check the tyres/brakes as long as its use does not jeopardize the other competitors.

Only the person(s) mentioned above are authorised in the working area.

d) Intervention

A maximum of three persons, wearing the correct armband, are authorised to intervene on the car, to conduct any type of operations.

A maximum of two industry representatives and /or technicians, wearing the correct armband, are permitted to check the tyres and/or the brakes, but may not perform any other function. Tyre changing must be done with the help of at most two pneumatic wheel guns.

At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried or laid flat on the ground.

e) Departure of the car from the working area

The car controller is responsible for allowing the car to leave the working area safely, once the area will be free of materials or personnel.

[...]

12.3.1 Repairs in the garage

The car can return inside its garage for any type of intervention. The restrictions regarding equipment and personnel do not apply when the car is in the garage.

Nevertheless, **during the race and practice sessions**, refuelling is not authorised in the garage and can only take place in the stopping area.

Furthermore, during the race, it is forbidden to proceed with the total or partial replacement of the following parts:

- The engine: cylinder head, block and/or components;
- The gearbox: main and differential housings;
- And the chassis: survival cell.



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ARTICLE 12.4.2 – LMP3 MANDATORY PIT STOP TIME

12.4.2 Case of a pit stop shorter than the reference time

LMP3 competitors have to perform 2 mandatory pit stops with a time with a time greater or equal to the Reference Pit Stop time.

The Reference Pit Stop Time will not be considered if a car/driver is stopping in its allocated working area for the purpose of abiding to a Stop & Go penalty.

The mandatory Pit Stops must be carried out within 3 hours and 45 minutes from the start of the race.

At the latest, for the last mandatory pit stop, the car must cross the pit entry loop before 3h44 minutes and 59.999 seconds of race time elapsed.

In case the pit stop time of a car during the race, is under the "Reference Pit Stop Time", the car will receive a penalty **as defined in Appendix 11. at least 30 seconds penalty.**

ARTICLE 13.2 – DRIVING TIMES

13.2 Race driving time

13.2.1 Definition

Actual time spent by each driver during the race of a Competition. This actual time spent excludes **the pit stops the time spent in the pit lane, between pit entry loop and pit exit loop (irrelevant of pit stop, drive through, stop and go, Safety Car by the pit lane),** and the periods of race suspensions related to red flag.

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.



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- 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.
- If the leader of the category is in the pit lane at the 3-minutes signal, the Pass Around eligibility is based on the next car from the category that was physically behind the leader on track in circulating order when the leader crossed Safety Car Line 1 before entering the pit lane.

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 (classification and circulating order) will be determined by established based on the classification at the time of the last passing of the Safety Car on an the last Intermediate timing Sector Loop the Safety Car crossed prior the message before Race Control announces, 'Prepare for Pass Around' being posted on the Monitors.

If the leader of a category is in the pit lane at the moment the message 'Prepare for Pass Around' is posted, then the eligibility is based on the next car from the category that was physically directly behind the leader on track in circulating order at the time when the leader of the category crossed Safety Car Line 1 before entering the pit lane 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.



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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.
- 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.

ARTICLE 15.2.3 – IN-KIND PRIZES

15.2.3 In-kind prizes

Priority of entry in the next season of ELMS:

The last three placed cars in the final LMP3 team classification will not be given priority for entry to the 2027 ELMS season.

Invitation to the 24 Hours of Le Mans

LMP2
The 1st and the 2nd LMP2 competitors are invited to the 2027 24 Hours of Le Mans
LMP2 PRO/AM
The 1st LMP2 Pro/am competitor is invited to the 2027 24 Hours of Le Mans
LMP3
The 1st LMP3 competitor is invited to the 2027 24 Hours of Le Mans in the LMP2 category
LMGT3
The 1st LMGT3 competitor is invited to the 2027 24 Hours of Le Mans

Each invitation will only be granted only in the conditions detailed in the Appendix treating the invitations of the Supplementary Regulations of the 24 Hours of Le Mans.



EUROPEAN LE MANS SERIES COMMITTEE



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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APPENDIX 4 – DECISIONS FOR BREACHING THE TECHNICAL REGULATIONS

Nr.	Topic	Article	Qualifying	Race occurrence	Race Decision
LMGT3					
9	Energy per stint > BOP limit	Art. 6.8 (TR-LMGT3) ELMS Committee Decision	-	1st time 2nd time 3rd time +	Stop&Go 100 sec Stop&Go 200 sec Stop&Go 300 sec
10	Maximum released powertrain power > limit of Technical regulation and BOP table	Art. 5.1.2 (TR-LMGT3) ELMS Committee Decision	current & next lap times cancelled	1st time 2nd time 3rd time +	Reprimand Stop&Go 5 sec Stop&Go 30 sec
10*	Maximum released powertrain power > limit of Technical regulation and BOP table+5%	Art. 5.1.2 (TR-LMGT3) ELMS Committee Decision	Current & next lap time cancelled	1 st time 2 nd time 3 rd time +	Stop&Go 100 sec Stop&Go 200 sec Stop&Go 300 sec
11	Tyre pressure below tyre manufacturer's requirements	Art. 6.5.3 (SR)		All times	Stop & repair (Black & orange flag) Add 20 sec next pitstop
LMP2 – LMP2 Pro/Am					
12	Cockpit temperature > limit	Art. 16.8 (TR-LMP2)	-	All times	Stop & repair (Black & orange flag)
13	Tyre pressure below tyre manufacturer's requirements	Art. 6.5.3 (SR)		All times	Add 20 sec next pitstop
ALL CATEGORIES					
14	Data not transferred within due time after pitstop	Art. 6.3.1 (SR)	-	1st time 2nd time + All times	Warning Add 5 sec next pitstop
15	Team CAN channels not correct	ELMS Committee Decision	Lap time cancelled	All times	Stop & repair
16	FIA/ACO sensor signal in error	ELMS Committee Decision	Lap time cancelled	All times	Stop & repair
17	Use of non-homologated sensors in any session in any event	Art 1.2.2	Stop & go 30 seconds to be applied in the race		
18	Tyre pressure below tyre manufacturer's requirements	Art. 6.5.3 (SR)		All times	Stop & repair (Black & orange flag) Add 20 sec next pitstop

APPENDIX 5 – DRIVING TIMES

All the driving times have to be read as XX h XX minutes 00 XX second.
[...]

APPENDIX 7 – ARTICLE 8

8. Restrictions concerning equipment

- Tools which are operated using an external power source (electrical, pneumatic, etc.) are prohibited, with the exception of the two-wheel guns and the air-jack coupling. In case of airjack failure, a ACO approved airbag can be used to lift the car.
- Tools with internal batteries power source are authorised but must be operated at any moment by a person wearing the appropriate armband and cannot be left unattended.
- It is prohibited to install any kind of sensors other than weather instrumentations in the pit lane.



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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