07 February 2022

MMTB-IMPC-2022-06

Michelin Motorsport Technical Bulletin

2022 GT4 Tire Use Specifications

IMSA NON-Daytona – Usage Requirements

27/65-18

S8M – S9M – S9M+	
Usage :	**Track without banking**
Max speed :	**320 km/h**
Nominal Rim :	**11 (+0.5 / -1) J 18**
Recommended Minimum cold pressure :	**20.3 Psi / 1.4 bar**
Recommended Maximum Stint length :	**190 km**

Number of stints	**Stabilized pressure**				
Camber	26.1 Psi 1.8 bar	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar
More negative than -4.5°	**0**	**0**	**0**	**0**	**0**
-4.01° to -4.5°	**0**	**0**	**0**	2	2
From -2° to -4°	**0**	**0**	2	2	2

Negative camber beyond -4.5 degrees is prohibited.
Stabilized pressure in excess of 31.9 psi / 2.2 bar is permitted.
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 2% during stint
For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

P2L	
Usage :	**Track without banking**
Max speed :	**320 km/h**
Nominal Rim :	**11 (+0.5 / -1) J 18**
Recommended Minimum cold pressure :	**20.3 Psi / 1.4 bar**
Recommended Maximum Stint length :	**190 km**

Number of stints	**Stabilized pressure**				
Camber	26.1 Psi 1.8 bar	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar
More negative than -4.5°	**0**	**0**	**0**	**0**	**0**
-4.01° to -4.5°	**0**	**0**	1	1	1
From -2° to -4°	**0**	1	1	1	1

Negative camber beyond -4.5 degrees is prohibited.
Stabilized pressure in excess of 31.9 psi / 2.2 bar is permitted.
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 2% during stint
For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

30/65-18

S8M – S9M – P2L	
Usage :	**Track without banking**
Max speed :	**320 km/h**
Nominal Rim :	**12.5 (+/- 0.5) J 18**
Recommended Minimum cold pressure :	**20.3 Psi / 1.4 bar**
Recommended Maximum Stint length :	**190 km**

Number of stints	**Stabilized pressure**				
Camber	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar	33.4 Psi 2.3 bar
More negative than -3.5°	**0**	**0**	**0**	**0**	**0**
-3.01° to -3.5°	**0**	**0**	2	2	2
From -1.5° to -3.0°	**0**	2	2	2	2

Negative camber beyond -3.5 degrees is prohibited.
Stabilized pressure in excess of 33.4 psi / 2.3 bar is permitted.
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 2% during stint
For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

30/68-18

S8M – S9M – P2L	
Usage :	**Track without banking**
Max speed :	**320 km/h**
Nominal Rim :	**12.5 (+/- 0.5) J 18**
Recommended Minimum cold pressure :	**18.9 Psi / 1.3 bar**
Recommended Maximum Stint length :	**180 km**

Number of stints	**Stabilized pressure**				
Camber	26.1 Psi 1.8 bar	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar
More negative than -4.0°	**0**	**0**	**0**	**0**	**0**
-3.51° to -4.0°	**0**	**0**	2	2	2
From -2° to -3.5°	**0**	2	2	2	2

Negative camber beyond -4.0 degrees is prohibited.
Stabilized pressure in excess of 31.9 psi / 2.2 bar is permitted.
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 2% during stint
For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

33/68-18

S8M – S9M	
Usage :	**Track without banking**
Max speed :	**320 km/h**
Nominal Rim :	**12 J 18**
Recommended Minimum cold pressure :	**18.9 Psi / 1.3 bar**
Recommended Maximum Stint length :	**190 km**

Number of stints	**Stabilized pressure**				
Camber	26.1 Psi 1.8 bar	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar
More negative than -3.2°	**0**	**0**	**0**	**0**	**0**
From -2° to -3.2°	**0**	2	2	2	2

Negative camber beyond –3.2 degrees is prohibited.
Stabilized pressure in excess of 31.9 psi / 2.2 bar is permitted.
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 2% during stint
For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint