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MMTB-IMPC-2024-06

Michelin Motorsport Technical Bulletin

GS Tire Use Specifications - Non-Daytona

27/65-18					
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 ≤ 1% during stint

For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

27/65-18					
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 $\leq 1\%$ 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

S9M+					
	Usage:	Track without banking			
	Max speed:	300 km/h			
	Nominal Rim:	12 (-1/+0.5) J 18			
	Minimum cold pressure:	20.3 Psi / 1.4 bar			
	Stint length:	190 km			
Number of stints	Minimum hot 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	1	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 ≤ 1% 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					
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 $\leq 1\%$ 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					
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 ≤ 1% during stint

For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint