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Michelin Motorsport Technical Bulletin

IWSC GTD Pro & GTD Tire Usage Requirements – High Energy Tracks

30/68-18						
MICHELIN Pilot Sport Pro^{GT} H1 & P2L						
	Usage	Indianapolis, CTMP, Road America, Road Atlanta, VIR, Watkins Glen				
	Max load (static + dynamic)	600 daN				
	Max speed	300 km/h / 186 mph				
	Nominal rim	12.5 (+/- 0.5) J 18				
	Recommended minimum cold pressure	1.3 bar / 18.8 psi				
	Recommended maximum stint length	190 km / 118.1 miles				
Number of Stints	Stabilized Pressure (bar/psi)					
Camber	1.7 / 24.6	1.8 / 26.1	1.9 / 27.6	2.0 / 29.0	2.1 / 30.5	2.2 / 31.9
More negative than -4.0°	0	0	0	0	0	0
-3.51° to -4.00°	0	0	0	2	2	2
-3.01° to -3.50°	0	0	2	2	2	2
-2.51° to -3.00°	0	2	2	2	2	2
-2.00° to -2.50°	0	2	2	2	2	2
from -1.00° to -2.00°	0	2	2	2	2	2
Negative camber beyond -4.0° is prohibited.						
Hot pressure in excess of 31.9 psi / 2.2 bar is permitted.						
# stints recommended at required camber and pressure						
Stabilized pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 1% during stint						
Minimum Static Pressure for tire pressure control in pit box = Minimum Stabilized Pressure (per camber range above) - 0.1 bar						

31/71-18						
MICHELIN Pilot Sport Pro^{GT} H1 & P2L						
Usage	Indianapolis, CTMP, Road America, Road Atlanta, VIR, Watkins Glen					
Max load (static + dynamic)	730 daN					
Max speed	300 km/h / 186 mph					
Nominal rim	13 (+/- 0.5)J 18					
Recommended minimum cold pressure	1.3 bar / 18.8 psi					
Recommended maximum stint length	190 km / 118.1 miles					
Number of Stints	Stabilized Pressure (bar/psi)					
Camber	1.7 / 24.6	1.8 / 26.1	1.9 / 27.6	2.0 / 29.0	2.1 / 30.5	2.2 / 31.9
More negative than -4.0°	0	0	0	0	0	0
-3.51° to -4.00°	0	0	0	0	0	0
-3.01° to -3.50°	0	0	0	2	2	2
-2.51° to -3.00°	0	0	1	2	2	2
-2.00° to -2.50°	0	0	2	2	2	2
from -1.00° to -2.00°	0	0	2	2	2	2
Negative camber beyond -3.50° is prohibited.						
Hot pressure in excess of 31.9 psi / 2.2 bar is permitted.						
# stints recommended at required camber and pressure						
Stabilized pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 1% during stint						
Minimum Static Pressure for tire pressure control in pit box = Minimum Stabilized Pressure (per camber range above) - 0.1 bar						