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Michelin Motorsport Technical Bulletin

IWSC LMP2 Tire usage requirements for Indianapolis

I+B1:G21MSA LMP2 - IMSA Indianapolis Tire requirement updated on 7 August 2024					
Front 30/68-18 Nominal Rim : 12.5 (+0/- 0.5)x18	LMP2 - Indianapolis - Oreca Chassis # stints Front Tire				
Camber \ Stabilized Pressure	1.9 b = 27.6 psi	2 b = 29.0 psi	2.1 b = 30.46 psi	2.2b = 31.91 psi	2.3 b = 33.36psi
Max -3.00°	0	0	0	0	0
Max -2.9°	2	2	2	2	2
Max -2.70°	2	2	2	2	2
Max -2.25° Min -0.50°	2	2	2	2	2
Rear : 31/71-18 Nominal Rim : 13 (+0/- 0.5)x18	LMP2 - Indianapolis - Oreca & Ligier Chassis # stints Rear Tire				
Camber \ Stabilized Pressure	1.9 b = 27.6 psi	2 b = 29.0 psi	2.1 b = 30.46 psi	2.2b = 31.91 psi	2.3 b = 33.36psi
Max -2.00°	0	0	0	0	0
Max -1.9°	2	2	2	2	2
Max -1.70°	2	2	2	2	2
Max -1.25° Min -0.50°	2	2	2	2	2
Front 30/68-18 Nominal Rim : 12.5 (+0/- 0.5)x18	Indianapolis - Ligier Chassis # stints Front Tire				
Camber \ Stabilized Pressure	1.9 b = 27.6 psi	2 b = 29.0 psi	2.1 b = 30.46 psi	2.2b = 31.91 psi	2.3 b = 33.36psi
Max -3.40°	2	2	2	2	2
Max -2.7°	2	2	2	2	2
Max -2.50°	2	2	2	2	2
Max -2.25° Min -0.50°	2	2	2	2	2
Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap is ≤ 1% during stint For cars without IMSA TPMS - Stabilized Pressure is defined as the pressure taken, by gauge, immediately upon pit box entry at end of stint Recommended minimum cold pressure = Stabilized Pressure -0.6 b Recommended maximum stint length = 150km Minimum Static Pressure (for tire pressure control in pit box) = 1.8b					