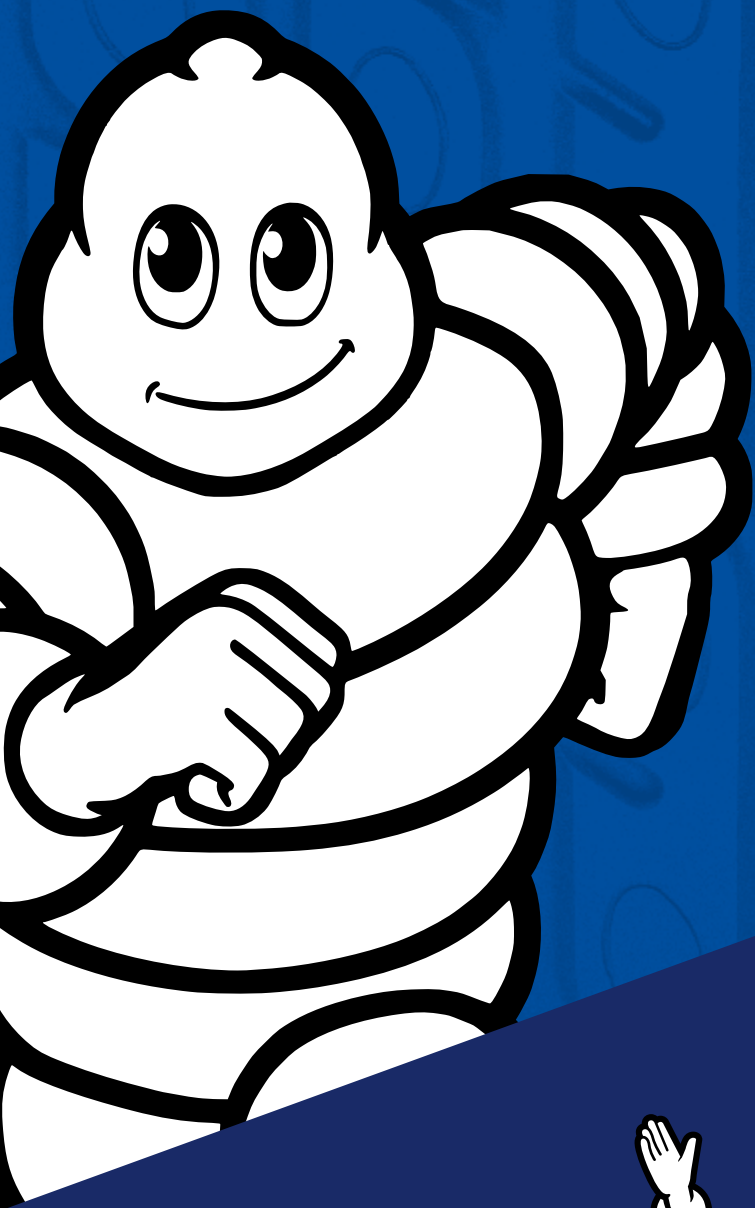
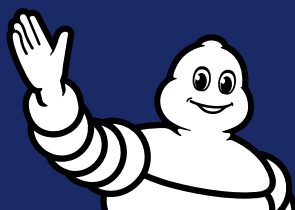


CIRCUIT



2019



MICHELIN

WELCOME TO THE MICHELIN COMPETITION WORLD

Michelin's mission has always been to contribute to better mobility of people and property. In order to respond to the doubling of the number of vehicles over the next thirty years, Michelin is innovating in favour of safer, sustainable and environmentally-friendly mobility.

COMPETITION HAS BEEN PART OF THE MICHELIN DNA AND PHILOSOPHY FROM THE VERY FIRST DAY.

In order to assist in these changes, Michelin has a Technologies Centre, with 6000 researchers, and also an extreme laboratory to test the solutions of tomorrow with its partners on circuits and grounds the world over: competition!

Michelin is the only brand that has developed so many prize-winning Competition technologies for over 100 years. This is Michelin's prestigious and authentic heritage, and is also the expression of a passion shared within the company.

Michelin pulls out all the stops to be present in competition that make sense to the mobility of tomorrow and assists its partners to victory by demonstrating the extraordinary quality and performance of its products while developing innovative technologies that benefit consumers.

These commitments are carried through global or national trials, at both professional and amateur level. They aim to strengthen the renown of the Michelin brand in mature countries and introduce it to its new markets.

For Michelin, competition is also a better way forward.

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ALL ABOUT RFID TECHNOLOGY

The RFID system is a new tool allowing for automatically checking the tyres authorized over a weekend. Thanks to RFID chip dynamic read technology resulting from WEC, this new product allows for ensuring the regulations are respected by the competitors while improving ergonomics for the staff appointed to check tyres. Configurable per championship, this system is available for competition clients.

THE RFID SYSTEM: WHAT DOES IT DO AND WHY?

- The system uses an RFID TAG transponder placed in the tyres before curing, encoded at the factory after curing and containing the data then allowing the tyres to be identified remotely. Caution! The RFID is not a sensor!
- Content: FIA barcode + a CAI.
- Reading can be taken statically using an RFID Terminal.
- Dynamic reading up to 60 km/h on exiting the pitlane.
- Records from slick tyres only

THE ADVANTAGES AND CONSEQUENCES OF THE RFID SYSTEM

Advantages in relation to the FIA barcode labelling system.

- Removes the problem of illegible FIA labels.
- Prevents any chance of cheating as the RFID TAG is locked at the factory (OUT ONLY).
- The TAGs are read instantly and do not require alignment of the Terminal with regard to the tyre.
- Allows for managing stocks and traceability of tyres in storage.
- Automates controls and reduces the number of technical officials

ADVICE FROM THE MICHELIN TECHNICIAN



COLD PRESSURE PREPARATION

In order to target a hot pressure (usage pressure), we must first determine the starting pressure, known as the cold pressure.

When heating a tyre, we adopt a rule that remains a general idea, but which is reliable: we can establish the equivalence that $1^{\circ}\text{C} = 0.01 \text{ bar}$.

E.g.: 1.20 bar at 20°C becomes 1.30 at 30°C .

Otherwise, you can use a "control set". This is a reference set, stored at the same ambient temperature as the other tyres, which will allow you to adjust the cold pressure of your sets in use throughout the day.



WARM-UP

If you use a heater cabinet or tyre warmers, the max. temperature is 80°C . Above this, the rubber properties may change and thus deteriorate performance.

The min. heating time is 45 minutes to arrive at stabilization.

The max. heating time is 2 hours (beyond this there is a risk of the rubber changing).



SET-UP TIPS

- Comply with our recommendations (camber and pressure values in accordance with vehicle loads).
- It is possible to adjust the vehicle's front and rear pressures in order to improve the balance.
E.g.: If the car oversteers, apply a lower pressure at the rear than at the front.
- It is possible to mix the front and rear rubbers if there is a front warm-up problem for propulsion, e.g.: S8 front and S9 rear.
- For a rain tyre, adjust the pressure in accordance with the water quantities. (Increase the pressure in the event of aquaplaning, to lower the contact area).



BIMP AIR

PATENTED
RIDE
DON'T
STOP

88G CO2 REFILLABLE CARTRIDGE

THE HIGHEST CO2 CAPACITY
ON THE MARKET!



INFLATE AND DEFLATE FUNCTIONS



REFILLABLE THROUGH
MICHELIN MOTORSPORT'S DEALERS



EXCHANGE A FULL CARTRIDGE
FOR AN EMPTY ONE



RESULTS

Refill a standard car tyre completely, or
adjust the pressure on all 4 tyres (300g per tyre)

For example:

1.490 bars for 1 205x55x16 tyre
or 0.372 bars for each 1 of 4 tyres



SINGLE-SEATER & PROTOTYPE



NEW

PILOT SPORT LEGENDS S819

New product developed specially to meet the requirement of LMP1 classic vehicles.

- New architecture integrating the range of our latest technologies while respecting vehicle balance
- **An adapted mixture in order to encourage good warm-up**
- **Constant performances throughout the race**



PILOT SPORT S412

Our reference single-seater product has won over numerous drivers, especially in FR2.0.

- Architecture resulting from our latest technologies ensuring a better level of grip than the competition
- **A mixture suited to the stresses of single-seaters, allowing for fast warm-up**
- **Constant performances throughout the race**



NEW

PILOT SPORT LEGENDS P219

New product developed specially to meet the requirement of LMP1 classic vehicles.

- **New architecture integrating the range of our latest technologies while respecting vehicle balance**
- **High-performance tread, allowing a high water evacuation potential**



PILOT SPORT P412

Like the slick version, it benefits from the latest architecture technologies, to which we have added:

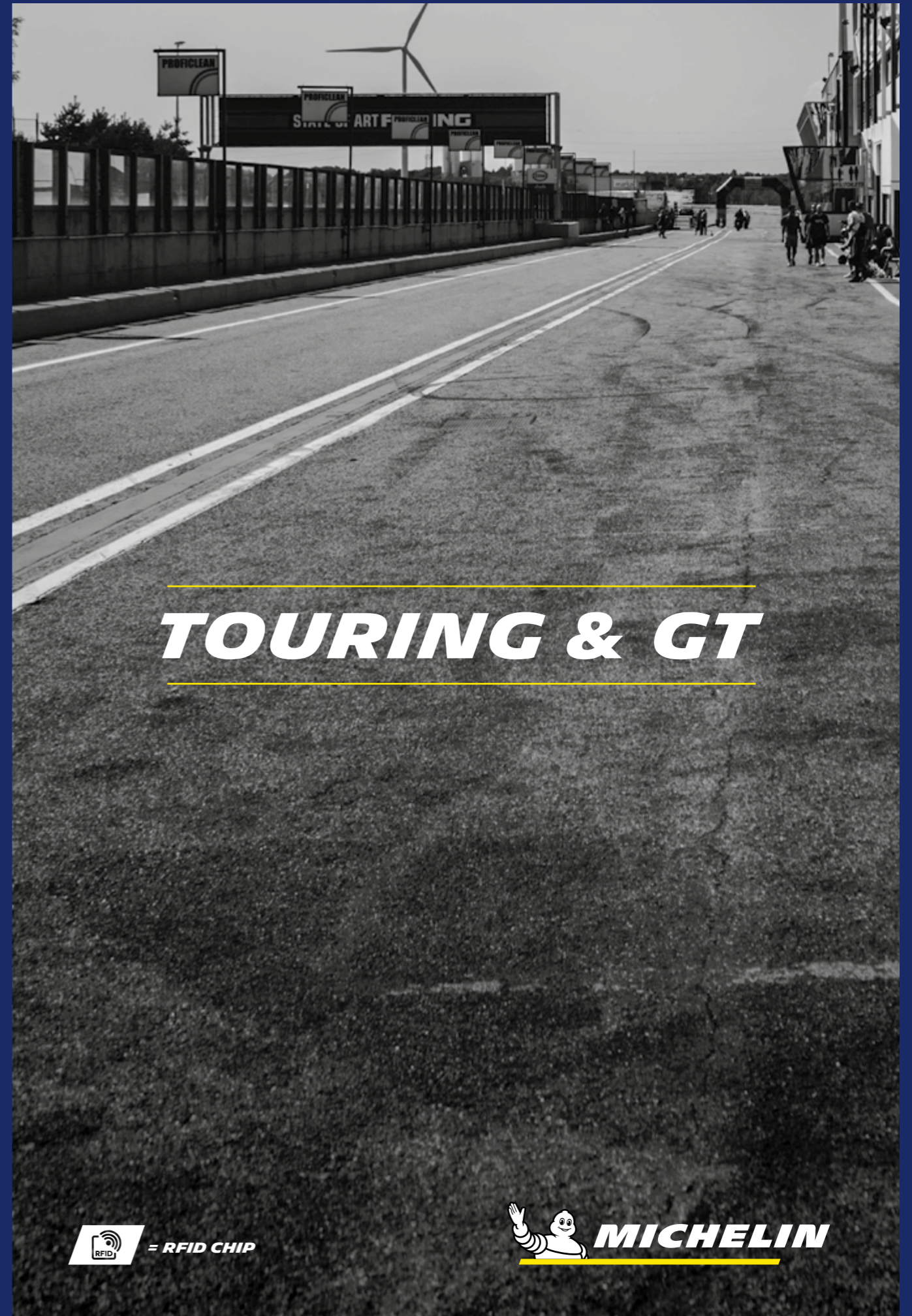
- **a mixture suited to driving in the rain**
- **a tread optimized for evacuating water**

REFERENCES AND TECHNICAL CHARACTERISTICS

CAI	DESIGNATION	TYPE	PROFILE	RECOMMENDED RIM (")	TREAD WIDTH (MM)	TYRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
174056	20/54 - 13	S412 RFID	Medium	9	199	245	541	1661
280983	20/54 - 13	P412	Rain	9	199	246	540	1658
566639	22/54 - 13	S412 RFID	Medium	10	220	270	541	1661
013656	22/54 - 13	P412	Rain	10	222	269	540	1658
668917	24/57 - 13	S412 RFID	Medium	10	241	289	575	1765
327040	24/57 - 13	P412	Rain	10	244	288	600	1842
451019	32/66 - 13	S412	Medium	13,7	308	379	656	2023
554920	32/66 - 13	P412	Rain	13,7	310	380	654	2013
N 188873	33/65 - 18	S819 RFID	Medium/Hard	13,5	312	357	651	2019
N 012133	33/65 - 18	P219	Rain	13,5	312	357	651	2008
N 840076	33/68 - 18	S819 RFID	Hard	13,5	312	360	681	2110
N 627171	33/68 - 18	P219	Rain	13,5	312	360	681	2095
N 466857	36/71 - 18	S819 RFID	Medium/Hard	14,5	350	391	710	2200
N 476628	36/71 - 18	P219	Rain	14,5	350	391	710	2189
N 993138	37/71 - 18	S819 RFID	Medium/Hard	14,5	356	400	715	2220

⚠ The technical data contained in this document is given for information purposes only. Checks must be made under real conditions.

N = NEW



TOURING & GT





PILOT SPORT GT M

The PILOT SPORT GT M is the latest development of our track range. Stemming from the PILOT SPORT GT L, it thus retains the same benefits:

- better performance consistency
- increased driving pleasure with a good warm-up/endurance compromise
- increased lateral support

It is set apart from its predecessor by:

- **the improvement in its architecture, which enables it to absorb the vehicle stresses**



PILOT SPORT GT L

The PILOT SPORT GT L integrates the latest technologies resulting from our WEC and GT500 championships. The changes have allowed for having a strengthened architecture in relation to the previous range, with a more-enduring casing. This tyre provides:

- **better performance consistency**
- **increased driving pleasure with a good warm-up/endurance compromise**
- **increased lateral support**



PILOT SPORT GT P2L

The PILOT SPORT GT P2L is the new generation of rain tyres intended for Touring/GT vehicles. It benefits from the latest technologies stemming from WEC.

- a mixture performance level identical to the P2H, allowing a high level of grip
- **a tread that has been studied to increase the performance on drying tracks while guaranteeing good evacuation in the wet**



PILOT SPORT GT P2G

The PILOT SPORT GT P2G comprises a slick architecture and a rain mixture:

- **excellent compromise between grip and water evacuation**
- **increased grip return thanks to its slick architecture**

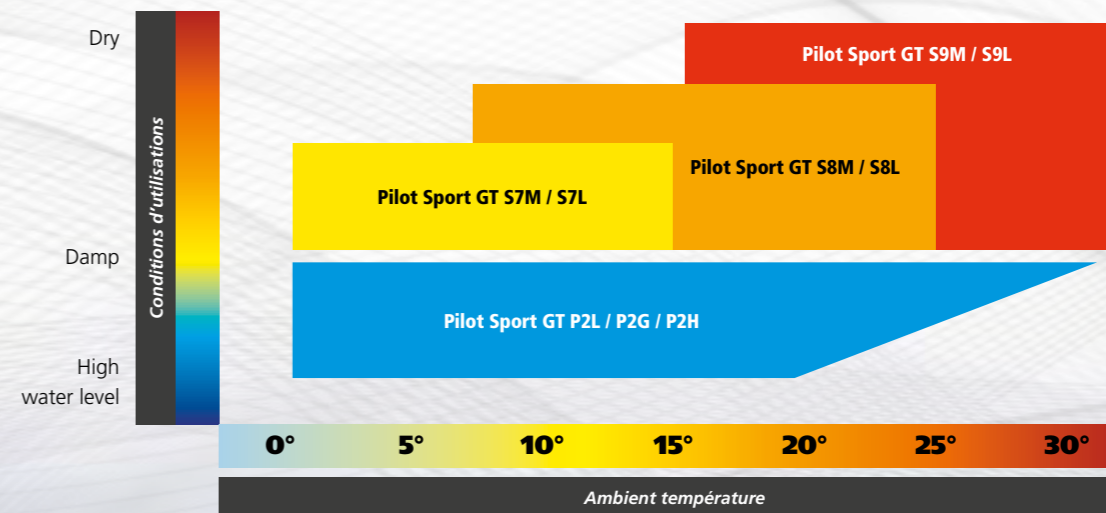
PILOT SPORT GT P2H

The PILOT SPORT GT P2H has a tread identical to the P2G. Thanks to a better-performing mixture, **the P2H provides more grip on drying surfaces.**

P2G and P2H tread for 18" and 19" vehicles

P2G and P2H tread for 15" and 17" vehicles

POSITIONING OF THE PILOT SPORT GT RANGE



REFERENCES AND TECHNICAL CHARACTERISTICS

CAI	DESIGNATION	TYPE	PROFILE	RECOMMENDED RIM (")	TREAD WIDTH (MM)	TYRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
370109	18/58 - 15	S9L	Hard	8	178	220	583	1832
698915	18/58 - 15	P2L	Rain	8	179	220	588	1847
N 862104	19/57 - 15	S8M	Medium	7,0	185	206	573	1774
N 964131	19/57 - 15	P2H	Rain	7,0	185	206	573	1762
273199	23/61 - 16	S9L	Hard	10	236	276	616	1935
853299	23/61 - 16	P2L	Rain	10	240	276	620	1947
853709	20/61 - 17	S8L	Medium	8	190	225	604	1890
587121	20/61 - 17	S8M RFID	Medium	8	187	219	606	1870
721630	20/61 - 17	S9M RFID	Hard	8	187	219	606	1870
829591	20/61 - 17	P2G	Rain	8	191	223	604	1854
N 178573	20/61 - 17	P2H	Rain	8	191	223	604	1854
146154	24/61 - 17	S8L	Medium	9	235	248	605	1857
N 130580	24/61 - 17	S8M RFID	Medium	9	235	250	605	1857
046924	24/61 - 17	P2G	Rain	9	235	250	605	1857
N 201854	24/61 - 17	P2H	Rain	9	224	248	610	1861
987692	24/64 - 17	S8M RFID	Medium	9	226	254	639	2007
361832	24/64 - 17	P2G	Rain	9	226	254	639	2007
N 246828	24/64 - 18	S9M	Medium	9,5	225	255	646	2000
N 503749	24/64 - 18	P2L	Rain	9,5	225	255	651	2000
373234	25/64 - 18	S8L	Medium	10	249	271	642	1990
N 208081	25/64 - 18	S8M RFID	Medium			PENDING		
205461	25/64 - 18	S9L	Hard	10	249	271	642	1990
N 173686	25/64 - 18	S9M RFID	Hard			PENDING		
448993	25/64 - 18	P2L	Rain	10	231	269	647	2031

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N = NEW

CAI	DESIGNATION	TYPE	PROFILE	RECOMMENDED RIM (")	TREAD WIDTH (MM)	TYRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
873904	27/65 - 18	S8L	Medium	11	260	298	648	1990
320739	27/65 - 18	S8M RFID	Medium	11	260	284	650	2015
033685	27/65 - 18	S9L	Hard	11	260	298	648	1990
146207	27/65 - 18	S9M RFID	Hard	11	260	284	650	2015
463077	27/65 - 18	P2L	Rain	11	260	299	652	2048
765707	27/68 - 18	P2L	Rain	11	255	295	684	2147
344563	30/65 - 18	S7M RFID	Soft	12,5	288	329	650	1996
050951	30/65 - 18	S8M RFID	Medium	12,5	288	329	650	1996
520590	30/65 - 18	S9M RFID	Hard	12,5	288	329	650	1996
619653	30/65 - 18	P2L	Rain	12,5	295	325	653	2057
654850	30/68 - 18	S7M RFID	Medium	12	306	327	678	2104
377912	30/68 - 18	S8M RFID	Hard	12	306	327	678	2104
763553	30/68 - 18	S9M RFID	Hard	12	306	327	678	2104
447350	30/68 - 18	P2L	Rain	12,5	311	329	684	2150
272434	33/68 - 18	S8M RFID	Medium	13	312	352	682	2146
N 120877	33/68 - 18	S9M RFID	Hard	13	312	352	682	2146
N 620053	31/71 - 18	S7M RFID	Soft	13	310	347	712	2185
593443	31/71 - 18	S8M RFID	Medium	13	310	347	712	2185
927289	31/71 - 18	S9M RFID	Hard	13	310	347	712	2185
797297	31/71 - 18	P2L	Rain	13	313	347	711	2232
948272	24/65 - 19	S8M RFID	Medium			PENDING		
N 088188	24/65 - 19	S9M RFID	Medium			PENDING		
N 206124	24/65 - 19	P2L	Rain			PENDING		
N 588214	24/65 - 19	P2H	Rain			PENDING		
454416	28/69 - 19	P2H	Rain			PENDING		
350154	31/71 - 19	S9M RFID	Hard	13	316	343	709	2192
398275	31/71 - 19	P2L	Rain	13	316	344	711	2232

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N = NEW

PORSCHE CUP



PORSCHE CUP N2

The PORSCHE CUP N2 is a product developed in order to meet the requirements of the famous German brand. Its architecture and its mixture specifically adapted to the stresses of this type of vehicle guarantee:

- good stress resistance
- increased lifespan
- consistent performance



PILOT SPORT GT P2L

The PILOT SPORT GT P2L is the new generation of rain tyres intended for Touring/GT vehicles. It benefits from the latest technologies stemming from WEC.

- A mixture performance level identical to the P2H, allowing a high level of grip
- A tread that has been studied to increase the performance on drying tracks while guaranteeing good evacuation in the wet

REFERENCES AND TECHNICAL CHARACTERISTICS

CAI	DESIGNATION	TYPE	PROFILE	RECOMMENDED RIM (")	TREAD WIDTH (MM)	TYRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
386513	25/64 - 18	N2	Hard	9,5	249	271	642	1990
448993	25/64 - 18	P2L	Rain	10	231	269	647	2031
907466	27/65 - 18	N2#	Hard	11	263	295	646	2025
463077	27/65 - 18	P2L	Rain	11	260	299	652	2048
587114	27/68 - 18	N2	Hard	11	265	306	679	2111
765707	27/68 - 18	P2L	Rain	11	255	295	684	2147
628143	30/68 - 18	N2	Hard	12	298	327	680	2108
447350	30/68 - 18	P2L	Rain	12,5	311	329	684	2150
297596	31/71 - 18	N2	Hard	13	314	348	707	2131
797297	31/71 - 18	P2L	Rain	13	313	347	711	2232

⚠ The technical data contained in this document is given for information purposes only. Checks must be made under real conditions.



REFERENCES WITHDRAWN IN 2019

SINGLE SEATER & PROTOTYPE

CAI	DESIGNATION	TYPE	STATUS
332688	20/54 - 13	S310	S
406976	20/54 - 13	S410	X
982156	22/54 - 13	S310	S
341281	24/57 - 13	S412	S
946647	24/57 - 13	S410	X
099139	26/64 - 13	S412	X
361432	26/64 - 13	P412	X
901737	33/65 - 18	S818	X
607585	33/65 - 18	P218	X
423970	33/68 - 18	S818	X
862573	33/68 - 18	P218	X
540272	36/71 - 18	S818	X
835899	36/71 - 18	P218	X
688483	37/71 - 18	S818	X

TOURING / GT

CAI	DESIGNATION	TYPE	STATUS
769966	19/57 - 15	S8B	X
992997	19/57 - 15	S9C	S
389660	19/57 - 15	P2G	X
996161	33/70 - 15	S9D	S
206346	33/70 - 15	P2G	X
418706	20/61 - 17	S9D	X
519677	20/61 - 17	P2E	S
900303	24/61 - 17	S8C	S
332524	24/61 - 17	P2E	X
260239	24/64 - 17	S8D	X
987472	21/65 - 18	S8C	S
421016	21/65 - 18	P2G	S
908348	24/64 - 18	S9F	X
973734	24/64 - 18	S7A	X
797800	24/64 - 18	P2G	X
185929	24/65 - 18	S8C	S
252578	24/65 - 18	P2G	S
972719	27/65 - 18	P2G	S
743979	30/65 - 18	S7L	S
077061	30/65 - 18	S8L	X
978075	30/65 - 18	S9L	X
743979	30/68 - 18	S7L	X
287556	30/68 - 18	S8L	X
281867	30/68 - 18	S9L	X
000196	31/71 - 18	S7L	X
902421	31/71 - 18	S8L	X
099040	31/71 - 18	S9L	X
339311	24/65 - 19	S8A	X
814964	24/65 - 19	S8L	X
464588	24/65 - 19	P2G	X
901435	28/69 - 19	S9A	X
966883	28/69 - 19	P2G	X
925401	29/67 - 19	S8A	X
202913	29/67 - 19	S9A	X
034116	31/71 - 19	S7L	X
540166	31/71 - 19	S8L	X
991344	31/71 - 19	S9L	X

X = as long as stocks last
S = withdrawn definitively

GUIDE TO USING CIRCUIT TYRES



INTRODUCTION

We recommend you comply with the following safety and usage instructions. These instructions are valid subject to more restrictive local statutory provisions for tyres decreed or required by the competition, raid or track organizers. Failure to comply with these instructions or procedures may give rise to an incorrect fitting or firmment and cause premature deterioration of the tyre.

Use on banking circuits requires specific tyres and/or conditions of use. Prior to any use, read the recommendations for use on our website www.michelinmotorsport.com or make enquiries with Michelin services: 00 33 (0) 4 73 30 14 55.

RECOMMENDATIONS

Pre-use verification rules

The tyre choice must comply with the vehicle's fittings, as defined by this vehicle's manufacturer and constructor. Ensure that the tyres are of the same type on the same axle (brand, trade name, dimensions, structure).

Prior to fitting, ensure:

- That the rim diameter corresponds exactly to the internal diameter of the tyre.
- That the rim width complies with the manufacturer's recommendation or failing that with listed standards (ETRTO, TRA, JATMA, etc.).
- That the rim type (tubeless, tube type) corresponds to the tyre type.
- That the rim is in good condition and shows no signs of deterioration (split, deformation, etc.).
- That the rim has sufficient resistance to support the pressure required for the fitment.
- That the tyres are not showing any signs of repairs.

TYRE RETREADS

- Retreading a tyre modifies its characteristics and performance. The operation requires suitable equipment and tools, as well as compliance with instructions.
- Retreading a used tyre (not new) is prohibited.
- Prior to any retreading operation, contact the Michelin department: +33 (0) 4 73 30 14 55.

Reminder: Retreading or regrooving ECE R30-approved tyres, intended for use on public roads, is prohibited.

CONDITIONS OF USE

- Never treat the tread rubber with a chemical.
- Do not use tyres for which the background is unknown.
- Within the framework of the use of heating cabinets, never place fitted assemblies in contact with metal parts and/or directly over the heat source.
- Ensure that the pressure, bodywork, speed and axle load values are those recommended by Michelin in accordance with the intended use (update the recommendations in accordance with use)

Standard recommendations for use are available on our website www.michelinmotorsport.com or contact Michelin services: 00 33 (0) 4 73 30 14 55.

FITTING AND REMOVING A TYRE

Fitting, removing, inflating and balancing tyres must be carried out using suitable equipment in good condition, and entrusted to trained and qualified personnel, who will ensure, in particular:

- Compliance with the constructor's and the legal rules in choosing tyres.
- Prior inspection of the external and internal appearance of the tyre by the fitter.
- Compliance with the tyre fitting, removal, balancing and inflation procedures.
- Compliance with the positioning of the tyre on the vehicle (left, right; front, rear).
- Compliance with the working pressure.
- Measurement equipment such as a pressure gauge or torque wrench must be calibrated and inspected at least once a year by an approved body, or failing this by the supplier or manufacturer.

Fitting - Removal:

- Ensure that the fitting equipment is suited to the fitment type. When using this equipment, refer to the machine manufacturer's user manual.
- Comply with the fitting direction for a directional tyre.
- Lubricate rim seats and tyre beads with a suitable product.
- In the case of a tube type fitment (with inner tube), the dimension of the inner tube must correspond to that of the tyre (cross section and diameter) and the rim must be in a condition to accept the inner tube without damaging it.

Inflation

- Important note: only use inflation stations intended for this purpose. In no event should the operator remain in immediate proximity to the tyre assembly. As a result, you must ensure that the compressed air pipe fixed to the valve is equipped with a safety clip and that it is of a sufficient length to allow the operator to move beyond any projection trajectories, in the event of an incident. Keep people not involved in the inflation operation away from the site where this is carried out.
- Remove the interior part of the valve.
- Start inflation and check the beads are correctly centred in relation to the edge of the rim.
- If the beads are poorly centred, deflate and start the operation again in full, including lubrication.
- Continue to inflate to 3.5 bar in order to obtain correct bead placement. For higher pressures, use a protection cage when inflating the tyre.
- Replace the valve interior and adjust the pressure of use.
- Install the polyamide cap with seal in order to ensure full leak-tightness.

Balancing

- It is recommended the four tyres be balanced for track use.
- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention will be paid to the mechanisms (cone/screw plate) centering the assembly on the machine.

STORAGE AND TRANSPORT

There should be compliance with certain important points during storage and transport, such as temperature, which must be higher than:

Range	Minimum storage temperature	Minimum transport temperature
Slick (Track)	10°C	15°C
Rain (Track)	5°C	10°C

Furthermore, tyres must not be subject to:

- Direct and prolonged exposure to sunlight
- Sources of extreme heat and humidity (storage in tropical-type weather conditions)
- Solvents, lubricants, fuels and other chemicals
- Ozone emissions from equipment such as a transformer, welder, electric motor, etc.
- Long-term storage in a stack.

Non-compliance with these storage recommendations may significantly reduce the period over which the tyre retains its performances.

The storage location must be dry, ventilated, out of direct light and kept solely for tyres. Racks allowing tyres to be stored vertically are to be used in order to avoid tension on the casings.

TYRE AGING

- Tyres age, even if they are not used, or if they are only used occasionally; excessive tyre age can lead to a loss of grip.
- Remove tyres from use when these show clear signs of aging or wear (cracks in the rubber of the tread, shoulder or lower zone sidewall, deformations, etc.). If in doubt, refer to a tyre professional.
- We recommend using Michelin Competition tyres within a maximum of twenty four months following their date of purchase (within 3 months in the event of storage in severe tropical-type conditions).

VALVE

- Comply with the instructions for use provided by the manufacturers (tightening and rim compatibility, type of alloys, alignment).
- Systematically retighten the polyamide valve cap with seal (equipment necessary for correct heat resistance). This ensures the valve mechanism is protected and that the tyre assembly is leak proof.
 - Ensure the valve is in good condition (no ovalisation, signs of impact, etc.).
 - Regularly check the tightening torques on screw valves.
 - Only use metal valves (track)

MONITORING AND MAINTENANCE

- Tyre pressure verification prior to each outing and correction of this pressure if it no longer corresponds to the working pressure. Tyre pressures must be checked when cold (tyre that has not been run on, that has not been heated).
- Inflation with nitrogen does not do away with the need for regular tyre pressure checks.
- In the event of unusual pressure loss, check the internal and external condition of the tyre as well as the condition of the wheel and valve.
- Any visible perforation, cut or deformity must form the subject of an in-depth inspection by a tyre professional. Without intervention by a professional, never use a damaged tyre or one that has been run flat.

DAMAGE

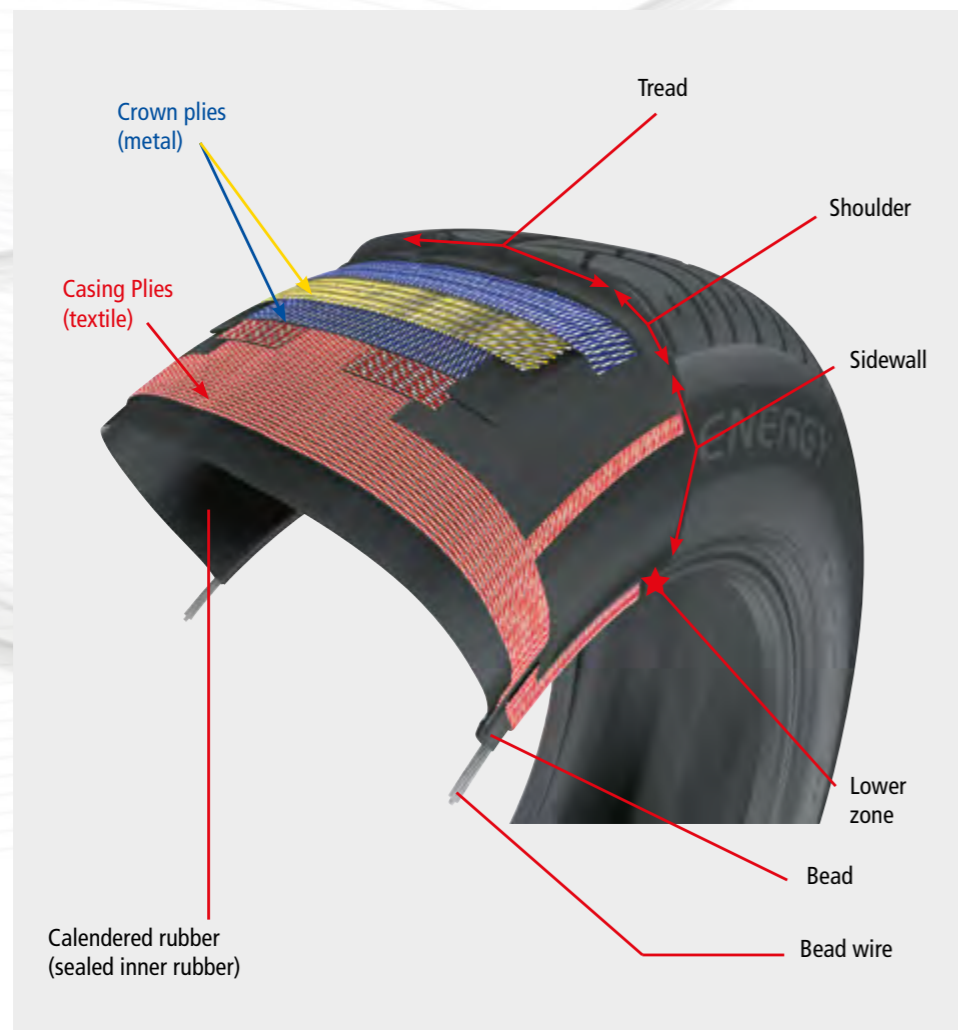
RECOGNISING AND ACTING



DAMAGE TO TYRES

NO INJURY OR DEFORMATION IS TO BE IGNORED

Any visible injury or abnormal sign (sidewall or tread deformation, deep cut, break, appearance of vibrations, racking suffered by the vehicle, etc.) must form the subject of an in-depth examination. The diagnostic will allow for establishing whether the tyre can be repaired or is to be definitively withdrawn from use.



THE CONSEQUENCES OF UNDER-INFLATION

Running at an insufficient pressure leads to excessive tyre flexion, causing abnormal overheating and irreversible damage.

The signs and consequences of running on under-inflated tyres can be seen in the form of:

1. Marbling (folding of the inner calendered rubber).
2. Dislocation of part or all of the inner calendered rubber.
3. Total or partial loss of tread.
4. Circular rupture of the casing ply.

The signs are undetectable from the outside, hence the need to remove the tyre in the event of a puncture, in order to check its condition.



A tyre showing marbling must in no event be repaired and put back into use.



CRACKS

Description
Tread cracks.

Causes
Product ageing. Exposure to ozone, UV, use of aggressive cleaning product. Risk of developing into breaks.

Changes
Breaks.



Checks/advice

- Check the use, parking/storage and vehicle maintenance conditions.
- Replace the product(s) concerned if the cracks are deep and reach the plies or the casing.

CROWN SEPARATION



Observation

Tear to all or part of the tread

Probable cause(s)

These tears are the result of separations between the elements forming the internal structure, generally caused by excessive overheating due to:

- prolonged running on under- or over-inflated tyres
- equipment not complying with the vehicle constructor's recommendations (speed/load indices)

- generalized rusting of the internal metal structure, due to cuts, punctures, and miscellaneous aggression suffered by the tread.

Tips

Tyre: remove from use

Vehicle :

- check all the vehicle's tyres
- comply with the constructor's recommendations (speed/load indices)
- check and re-establish the pressures in accordance with the constructor, or failing this, manufacturer recommendations.

DEFORMATIONS



Observation

Blister(s), localized hernia(s) with or without signs of impact (cuts, scratches, etc.)

Probable cause(s)

These deformations are the result of an accidental rupture of one or more casing ply cables, caused by:

- contact with an obstacle (pavement, pothole, etc.),
- sidewall pinched between obstacle and rim.

Under- or over-inflation encourages this type of damage.

Tips

Tyre: remove from use

Vehicle: check the condition of the rim

WHAT SHOULD BE DONE IN THE EVENT OF DAMAGE?

When an end client notices damage, he/she must report this to his/her dealer or to an on-site Michelin technician.

If there is no technician at the event, the official Michelin dealer must collate the information below and forward it to the Michelin technician for his/her country or who is responsible for the championship.

The complaint must be drawn up and sent by the Michelin technician to the Michelin Quality Service.

The major data to be provided to the Michelin technician is:

- **Client identification:** team/driver name / address / tel. / email address
- **Does the client expect a response?**
- **What event?** Championship / track / date / stage (race, qualification, test, etc.)
- **What vehicle?** make / model / power / CC / 2WD/4WD / category
- **What tyre?** dimension/position / rim used / FIA/Label. Was the tyre driven on?
- **What were the conditions of use?** camber / cold pressure / hot pressure / total distance covered by the tyre / air and ground temperatures
- **What damage?** equipment? bodily harm?
- **Description of the problem**
- **How many tyres affected?**
- **Attach photos if possible**

The depth of information contributes highly to the quality and speed of the response.

RECOMMENDATIONS FOR USE

CIRCUIT TYRES



IMPORTANT RECOMMENDATIONS REGARDING THE MICHELIN CUSTOMER COMPETITION RACECAR TIRES

CUSTOMER COMPETITION

We recommend to all users of Michelin customer race car tires to read the "safety guidelines" which are attached to this document. Exceeding of some of these data levels (f.e. camber) may cause a tyre damage or a fall of performances: higher tyre wear, influence concerning balance problems (oversteer/understeer), lap times will finally also drop (less constant).

Michelin guaranty the integrity of tyre construction for a limited number of stint. The number of stint is determined according to the following criterions:

- Maximun load on the tyre (Static + aerodynamical)
- Vehicule maximum speed
- Rim type
- Camber
- Minimum hot inflation pressure

One stint is equivalent to the mileage indicated (including a maximum of 2 pit stops and/or driving under pace car).

Therefore, depending on the conditions of use, a tyre must be replaced in this two cases:

- it has reached the indicated mileage even if the tread wear potential is not reached.
- it is completely worn out even if the indicated mileage has not been reached.

These recommendations are valid unless the tyres have been damaged: for example puncture or flat spots.

The recommendations regarding rain tyres are only for wet conditions and not intended for a dry or drying race track.

After a run, the delta of temperature between the inside shoulder and the outside shoulder must be less than 20°C.

For any use apart from the defined recommendations, please contact Circuit Michelin technical department phone:

› Tél. + 33 (0) 4 73 32 90 25.

16/53-13

Recommendation for Single-seater Sprint Slick: 16/53-13 S310

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	9 (+/- 0,5) J 13
Minimum cold pressure	1.0 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Camber						
>-4.0 °	0	0	0	0	0	0
-4.0 °	0	1	1	1	1	2
-3.5 °	0	1	1	1	2	2
-3.0 °	0	1	1	2	2	2
From -2.0 to -2.5 °	0	2	1	2	2	2

Recommendation for Single-seater Sprint Slick: 16/53-13 P310

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	9 (+/- 0,5) J 13
Minimum cold pressure	1.2 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
Camber						
-4.0 °	0	1	1	1	1	2
-3.5 °	0	1	1	1	2	2
-3.0 °	0	1	1	2	2	2
From -2.0 to -2.5 °	0	1	2	2	2	2

18/58-15

Recommendation for Touring Prototype Slick/Wet: 18/58-15 S9L / P2L

Use	Track without banking
Maximum load	300 DaN
Maximum speed	280 Km/h
Nominal rim	8 (+/- 0,5) J 15
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
> -3.5 °	0	0	0	0	0
-3.5 °	0	0	2	2	2
-3.0 °	0	2	2	2	2
-2.5 °	0	2	2	2	2
From -2.0 to -2.25 °	0	2	2	2	2

19/57-15

S8A - S8B - S9A - S9B - S8M

Use	Track without banking
Maximum load	290 DaN
Maximum speed	240 Km/h
Nominal rim	7 (+/- 0,5) J 15
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber					
-4.0 °	0	0	0	0	0
-3.5 °	0	0	0	1	1
-3.25 °	0	0	1	1	1
-3.0 °	0	0	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1

Wet - P2E - P2G - P2H

Use	Track without banking
Maximum load	290 DaN
Maximum speed	240 Km/h
Nominal rim	7 (+/- 0,5) J 15
Minimum cold pressure	1.8 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar	2.5 Bar
Camber					
-4.0 °	0	0	0	0	0
-3.5 °	0	0	1	1	1
-3.25 °	0	1	1	1	1
-3.0 °	1	1	1	1	1

20/54-13

Recommendation for Single-seater Sprint Slick: 20/54-13 S310 / S412 / S410 / S412 RFID

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	9 (-1,0 / +0,5) J 13
Minimum cold pressure	1.0 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure						
	1.3 Bar	1.35 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Camber							
-4.5 °	0	1	1	1	1	1	2
-4.0 °	0	1	1	1	1	2	2
-3.5 °	0	1	1	1	2	2	2
From -2.0 to -3.0 °	0	1	1	2	2	2	2

Recommendation for Wet: 20/54-13 P310 / P412

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	9 (+/- 0,5) J 13
Minimum cold pressure	1.2 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.60 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
Camber						
-4.5 °	0	1	1	1	1	2
-4.0 °	0	1	1	1	2	2
-3.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

Recommendation for Proto - Endurance: 20/54-13 S410

Use	Track without banking
Maximum load	360 DaN
Maximum speed	270 Km/h
Nominal rim	9 (+/- 0,5) J 13
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber					
-3.0 °	0	0	1	2	3
-2.5 °	0	0	2	3	3
From -2.0 to -2.0 °	0	0	2	3	3

20/61-16

Recommendation for Slick: 20/61-16 S7D / S8B

Use	Track without banking
Maximum load	350 DaN
Maximum speed	240 Km/h
Nominal rim	7 (+1 / -0,5) J 16
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-3.5 °	0	0	1	1	1	1
-3.25 °	0	1	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

Recommendation for Wet: 20/61-16 P2E

Use	Track without banking
Maximum load	350 DaN
Maximum speed	240 Km/h
Nominal rim	7 (+1 / -0,5) J 16
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-3.5 °	0	0	1	1	1	1
-3.25 °	0	1	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

20/61-17

Recommendation specific to Proto Funyo SP05: 20/61-17 S8L / P2G /

Use	Track without banking/Circuit sans banking
Maximum load	240 DaN
Maximum speed	250 Km/h
Nominal rim	7.5 (+/- 0,5) J 17
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber						
-3.5 °	0	0	0	0	0	0
-3.25 °	0	2	2	2	2	2
-3.0 °	0	2	2	2	2	2
From -2 to -2,75 °	0	2	2	2	2	2

Recommendation for Wet: 20/61-17 P2G /

Use	Track without banking
Maximum load	350 DaN
Maximum speed	230 Km/h
Nominal rim	7.5 (+/- 0,5) J 17
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-3.5 °	0	0	0	0	1	1
-3.25 °	0	0	0	1	1	1
-3.0 °	0	0	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

Recommendation for Slick: 20/61-17 S9D / S8L / S9C / S8L / S8L / S9M RFID / S8M RFID

Use	Track without banking
Maximum load	400 DaN
Maximum speed	250 Km/h
Nominal rim	7.5 (+/- 0,5) J 17
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage						
-3.5 °	0	0	0	0	1	1
-3.25 °	0	0	0	1	1	1
-3.0 °	0	0	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

21/65-18

Recommendation for Wet: 21/65-18 P2G /

Use	Track without banking
Maximum load	400 DaN
Maximum speed	250 Km/h
Nominal rim	8 (+/- 0,5) J 18
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-4.0 °	0	0	1	1	1	1
-3.75 °	0	1	1	1	1	1
-3.5 °	0	1	1	1	1	1
From -2.0 to -3.75 °	0	1	1	1	1	1

Recommendation for Slick: 21/65-18 S8C /

Use	Track without banking
Maximum load	400 DaN
Maximum speed	250 Km/h
Nominal rim	8 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-4.0 °	0	0	1	1	1	1
-3.75 °	0	1	1	1	1	1
-3.5 °	0	1	1	1	1	1
From -2.0 to -3.25 °	0	1	1	1	1	1

22/54-13

Recommendation for Single-seater Sprint Slick and Wet: 22/54-13 S310 / S412 / P412

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	10 (+/- 0,5) J 13
Minimum cold pressure	1.0 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Camber						
-4.5 °	0	1	1	1	1	2
-4.0 °	0	1	1	1	2	2
-3.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

Recommendation for Wet: 22/54-13 P310

Use	Track without banking
Maximum load	360 DaN
Maximum speed	245 Km/h
Nominal rim	10 (+/- 0,5) J 13
Minimum cold pressure	1.2 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.60 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
Camber						
-4.5 °	0	1	1	1	1	2
-4.0 °	0	1	1	1	2	2
-3.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

23/57-13

Recommendation for Single-seater Sprint Slick: 23/57-13 S310

Use	Track without banking
Maximum load	450 DaN
Maximum speed	250 Km/h
Nominal rim	10
Minimum cold pressure	1.0 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.40 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Camber						
-3.0 °	0	1	1	1	2	2
-2.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

Recommendation for Wet: 23/57-13 P310

Use	Track without banking
Maximum load	455 DaN
Maximum speed	250 Km/h
Nominal rim	10
Minimum cold pressure	1.2 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.60 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
Camber						
-3.0 °	0	1	1	1	2	2
-2.5 °	0	1	1	2	2	2
From -2.0 to -2.25 °	0	1	2	2	2	2

23/61-16

Recommendation for Touring Prototype Slick/Wet: 23/61-16 S9L / P2L

Use	Track without banking
Maximum load	400 DaN
Maximum speed	320 Km/h
Nominal rim	10.5 (+/- 0,5) J 16
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
> -2.5 °	0	0	0	0	0
-2.5 °	0	0	2	2	2
-2.0 °	0	2	2	2	2
-1.5 °	0	2	2	2	2
-1.0 °	0	2	2	2	2

24/57-13

Recommendation for Single-seater Sprint Slick: 24/57-13 S412 / S410 / S310 / S412 RFID

Use	Track without banking
Maximum load	455 DaN
Maximum speed	250 Km/h
Nominal rim	10 (+/- 0,5) J 13
Minimum cold pressure	1.0 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Camber						
-3.5 °	0	1	1	1	2	2
-3 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

Recommendation for Single-seater Sprint Wet: 24/57-13 P310 / P412

Use	Track without banking
Maximum load	455 DaN
Maximum speed	250 Km/h
Nominal rim	10 (+/- 0,5) J 13
Minimum cold pressure	1.2 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.60 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
Camber						
-3.5 °	0	1	1	1	2	2
-3.0 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

Recommendation for Proto - Endurance Slick: 24/57-13 S410 / S310

Use	Track without banking
Maximum load	500 DaN
Maximum speed	270 Km/h
Nominal rim	10 (+/- 0,5) J 13
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber					
-2.5 °	0	0	1	2	2
-2.0 °	0	0	2	3	3
From -1.0 to -2.0 °	0	0	2	3	3

24/61-17

Recommendation specific to Proto Funyo SP05: 24/61-17 S8L / P2G

Use	Track without banking/Circuit sans banking
Maximum load	340 DaN
Maximum speed	280 Km/h
Nominal rim	9 (+/- 0,5) J 17
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber						
-3.25 °	0	0	0	0	0	0
-3.0 °	0	0	1	1	1	1
-2.75 °	0	2	2	2	2	2
From -2.0 °	0	2	2	2	2	2

Recommendation for Wet: 24/61-17 P2E

Use	Track without banking
Maximum load	400 DaN
Maximum speed	289 Km/h
Nominal rim	9 (+/- 0,5) J 17
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-3.5 °	0	0	0	1	1	1
-3.25 °	0	0	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

Recommendation for Slick: 24/61-17 S8C / S8L

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9 (+/- 0,5) J 17
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-3.5 °	0	0	0	1	1	1
-3.25 °	0	0	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

24/64-17

Recommendation for Wet: 24/64-17 P2E / P2G

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9 (+/- 0,5) J 17
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-3.5 °	0	0	0	1	1	1
-3.25 °	0	0	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

Recommendation for Slick: 24/64-17 S8D

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9 (+/- 0,5) J 17
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-3.5 °	0	0	0	1	1	1
-3.25 °	0	0	1	1	1	1
-3.0 °	0	1	1	1	1	1
From -2 to -2.75 °	0	1	1	1	1	1

24/64-18

P2G - P2L

Use	Circuit sans banking / Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9 (+/- 0,5) J 18
Minimum cold pressure	1.5 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
Up to -4.5 °	0	0	0	0	0
-4.5 °	0	1	1	1	1
-4.25 °	0	1	1	1	1
From -2 ° to -4 °	1	1	1	1	1

S7A - S9F - S9M

Use	Circuit sans banking / Track without banking
Maximum load	475 DaN
Maximum speed	320 Km/h
Nominal rim	9,5 (+/- 0,5) J 18
Minimum cold pressure	1.5 Bar
Run distance	150 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
Up to -4.5 °	0	0	0	0	0
-4.5 °	0	1	1	1	1
-4.25 °	0	1	1	1	1
-4.0 °	0	1	1	1	1
From -2 to -3.75 °	0	1	1	1	1

24/65-18

Recommendation for Wet: 24/65-18 P2G

Use	Track without banking
Maximum load	500 DaN
Maximum speed	250 Km/h
Nominal rim	9 (+/- 0,5) J 18
Minimum cold pressure	1.6 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-2.25 °	0	0	1	1	1	1
-2.0 °	0	1	1	1	1	1
-1.75 °	0	1	1	1	1	1
From -1.0 to -1.5 °	0	1	1	1	1	1

Recommendation for Slick: 24/65-18 S8C

Use	Track without banking
Maximum load	500 DaN
Maximum speed	250 Km/h
Nominal rim	9 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-2.25 °	0	0	1	1	1	1
-2.0 °	0	1	1	1	1	1
-1.75 °	0	1	1	1	1	1
From 0 to -1.5 °	0	1	1	1	1	1

24/65-19

S8A – S8L - S8M –S9M

Use	Circuit sans banking / Track without banking
Maximum load	410 DaN
Maximum speed	320 Km/h
Nominal rim	10 (+/- 0,5) J 19
Minimum cold pressure	1.3 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
Up to -3.5 °	0	0	0	0	0
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3 °	0	2	2	2	2
From -2 to -2.75 °	1	2	2	2	2

S8A – S8L - S8M –S9M

Use	Circuit sans banking / Track without banking
Maximum load	300 DaN
Maximum speed	320 Km/h
Nominal rim	9 (+/- 0,5) J 19
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
Up to -3.5 °	0	0	0	0	0
-3.5 °	0	3	3	3	3
-3.25 °	0	3	3	3	3
-3 °	0	3	3	3	3
From -2 to -2.75 °	0	3	3	3	3

P2G – P2H – P2L

Use	Circuit sans banking / Track without banking
Maximum load	410 DaN
Maximum speed	320 Km/h
Nominal rim	10
Minimum cold pressure	1.3 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
Up to -3.5 °	0	0	0	0	0
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3.0 °	0	2	2	2	2
From -2.0 to -2.75 °	1	2	2	2	2

25/64-18

Recommendation for Slick and Wet - VLN Porsche Cayman: 25/64-18 Porsche Cup N2

Use	Circuit VLN Nordschleife - Porsche Cayman
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9,5 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-4,5 °	0	0	1	1	2	2
-4,25 °	0	0	1	1	2	2
-4,0 °	0	1	1	1	2	2
From -2 to -3,75 °	0	1	1	1	2	2

Recommendation for Slick: 25/64-18 S8A / S9B

Use	Track without banking
Maximum load	450 DaN
Maximum speed	320 Km/h
Nominal rim	10 (+0,5/- 1) J 18
Minimum cold pressure	1.4 Bar
Run distance	150 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-4.25 °	0	0	0	1	2	2
-4.0 °	0	0	1	2	2	2
-3.75 °	0	0	1	2	2	2
From -2.0 to -3.5 °	0	1	1	2	2	2

Recommendation for Slick: 25/64-18 S9H / S9L / S8L

Use	Track without banking
Maximum load	450 DaN
Maximum speed	320 Km/h
Nominal rim	10 (+0,5/- 1) J 18
Minimum cold pressure	1.3 Bar
Run distance	150 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-4.25 °	0	0	0	1	2	2
-4.0 °	0	0	1	2	2	2
-3.75 °	0	0	1	2	2	2
From -2.0 to -3.5 °	0	1	1	2	2	2

Recommendation for Slick: 25/64-18 Porsche Cup N1 / Porsche Cup N2

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	9,5 (+/- 0,5) J 18
Minimum cold pressure	1.5 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-4.5 °	0	0	1	1	1	1
-4.25 °	0	0	1	1	1	1
-4.0 °	0	1	1	1	1	1
From 2.0 to -3.75 °	0	1	1	1	1	1

Recommendation for Wet: 25/64-18 P2L

Use	Track without banking
Maximum load	450 DaN
Maximum speed	320 Km/h
Nominal rim	10 (+0,5/- 1) J 18
Minimum cold pressure	1.3 Bar
Run distance	150 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-4.25 °	0	0	0	1	2	2
-4.0 °	0	0	1	2	2	2
-3.75 °	0	0	1	2	2	2
From -2.0 to -3.5 °	0	1	1	2	2	2

26/64-13

Recommendation for Single-seater Sprint Slick/Wet: 26/64-13 S312 / S412 / P312 / P412

Use	Track without banking
Maximum load	450 DaN
Maximum speed	300 Km/h
Nominal rim	11,75 (+/- 0,5) J 13
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.45 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber						
-4 °	0	1	1	1	1	1
-3.5 °	0	1	1	1	1	1
From -2.0 to -3.0 °	0	1	1	1	1	1

27/65-18

Recommendation for S9L TCR International: 27/65-18 S9L / P2L

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	11 (+ 0,5 / -1) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.70 Bar	1.80 Bar	1.90 Bar	2.00 Bar	2.10 Bar
Camber					
-4.5 °	0	0	1	1	1
-4.25 °	0	0	1	1	1
-4.00 °	0	1	1	1	1
-3.75 °	0	1	1	1	1

Recommendation for Wet: 27/65-18 P2G

Use	Track without banking
Maximum load	500 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber						
-3.5 °	0	1	1	2	2	2
-3.25 °	0	1	2	2	2	2
-3.0 °	0	2	2	2	2	2
From -2.0 to -2.75 °	0	2	2	2	2	2

Recommendation for Slick: 27/65-18 S9L / S8L

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-4.0 °	0	0	0	1	1
-3.5 °	0	0	0	1	1
-3.0 °	0	0	0	1	1
From -2.0 to -2.5 °	0	2	2	2	2

Recommendation for Slick: 27/65-18 S7H / S8H / S9H / S9LL / S9G

Use	Track without banking
Maximum load	400 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
-4.0 °	0	0	0	0	1
-3.5 °	0	0	0	1	1
-3.0 °	0	0	1	1	1
From -2.0 to -2.5 °	0	1	1	1	1

Recommendation for Slick: 27/65-18 S7H / S8H / S9H / S9LL / S9G

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.1 Bar
Camber						
-3.0 °	0	0	0	1	1	1
-2.5 °	0	0	1	1	1	1
-2.0 °	0	1	1	1	1	1
From 0 to -1.5 °	0	1	1	1	1	1

Recommendation for Slick: 27/65-18 Porsche Cup N2# / Porsche Cup N2

Use	Track without banking
Maximum load	400 DaN
Maximum speed	280 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-4.5 °	0	0	1	1	1	1
-4.25 °	0	0	1	1	1	1
-4.0 °	0	1	1	1	1	1
From -2 to -3.75 °	0	1	1	1	1	1

Recommendation for Wet: 27/65-18 P2L

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber					
-4 °	0	0	0	1	1
-3.5 °	0	0	0	1	1
-3 °	0	0	0	1	1
From -2 to -2.5 °	0	2	2	2	2

27/67-19**Recommendation for Wet: 27/67-19 P2E**

Use	Track without banking
Maximum load	540 DaN
Maximum speed	320 Km/h
Nominal rim	10.5
Minimum cold pressure	1.3 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber					
-3.5 °	0	0	0	1	2
-3.25 °	0	0	0	2	2
-3.0 °	0	0	1	2	2
From -2.0 to -2.75 °	0	1	2	2	2

27/68-18**Recommendation for Slick and Wet - VLN Porsche Cayman: 27/68-18 Porsche Cup N2 / P2G**

Use	Circuit VLN Nordschleife - Porsche Cayman
Maximum load	550 DaN
Maximum speed	320 Km/h
Nominal rim	11 (-1/+0.5) J 18
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber						
-4,25 °	0	1	1	2	2	2
-4,0 °	0	2	2	2	2	2
-3.75 °	0	2	2	2	2	2
From -2 to -3,5 °	0	2	2	2	2	2

Recommendation for Wet: 27/68-18 P2G / P2L

Use	Track without banking
Maximum load	500 DaN
Maximum speed	280 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber						
-3.5 °	0	0	0	0	1	1
-3.25 °	0	0	0	1	1	1
-3.0 °	0	0	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1	1

Recommendation for Slick: 27/68-18 S9F / Porsche Cup N1 / Porsche Cup N2 / S8E

Use	Track without banking
Maximum load	550 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.5 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Camber						
-4.25 °	0	1	1	1	1	1
-4 °	0	1	2	2	2	2
-3.75 °	0	2	2	2	2	2
From -2.0 to -3.5 °	0	2	2	2	2	2

28/69-19

Recommendation for Slick: 28/69-19 S9A

Use	Track without banking
Maximum load	400 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	3	3	3
-3.25 °	0	0	3	3	3
-3 °	0	0	3	3	3
From -2 to -2.75 °	0	0	3	3	3

Recommendation for Wet: 28/69-19 P2G

Use	Track without banking
Maximum load	400 DaN
Maximum speed	320 Km/h
Nominal rim	11
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	3	3	3
-3.25 °	0	0	3	3	3
-3.0 °	0	0	3	3	3
From -2.0 to -2.75 °	0	0	3	3	3

28/71-18

Recommendation for Wet: 28/71-18 P2G

Use	Track without banking
Maximum load	550 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-3.5 °	0	0	0	0	2	2
-3.25 °	0	0	0	1	2	2
-3.0 °	0	0	1	2	2	2
-2.75 °	0	1	2	2	2	2
From -2.0 to -2.5 °	0	1	2	2	2	2

Recommendation for Slick: 28/71-18 S8A / S9C

Use	Track without banking
Maximum load	550 DaN
Maximum speed	320 Km/h
Nominal rim	11 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-3.5 °	0	0	0	0	2	2
-3.25 °	0	0	0	1	2	2
-3 °	0	0	1	2	2	2
-2.75 °	0	1	2	2	2	2
From -2 to -2.5 °	0	1	2	2	2	2

29/65-18

Recommendation for Wet: 29/65-18 P2G

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
-3.25 °	0	0	0	1	2
-3 °	0	0	1	2	2
-2 °	0	1	2	2	2
From -2 to -2.5 °	0	2	2	2	2

29/67-19

Recommendation for Slick: 29/67-19 S8A / S9A

Use	Track without banking
Maximum load	540 DaN
Maximum speed	320 Km/h
Nominal rim	11,5 (+/- 0,5) J 19
Minimum cold pressure	1.3 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	0	1	2
-3.25 °	0	0	0	2	2
-3 °	0	0	1	2	2
From -2 to -2.75 °	0	1	2	2	2

30/65-18

Recommendation for Slick: 30/65-18 S7H / S8H / S9H

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber					
-4 °	0	0	0	0	1
-3.5 °	0	0	0	1	1
-3 °	0	0	1	1	1
-From -2 to -2.5 °	0	1	1	1	1

Recommendation for Slick: 30/65-18 S7H / S8H / S9H

Use	Track without banking
Maximum load	400 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber					
-4 °	0	0	0	1	1
-3.75 °	0	0	1	1	1
-3.5 °	0	0	1	1	1
-From -2 to -3.25 °	0	1	1	1	1

Recommendation for Slick LMP3: 30/65-18 S8L / S9L / S8M RFID / S9M RFID

Use	Track without banking - Specific LMP3
Maximum load	450 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure			
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber				
-4 °	0	0	1	1
-3.5 °	0	1	2	2
-3.25 °	0	2	2	2
From -2.0 to -3.0 °	0	2	2	2

Recommendation for Slick LMP3 - 24H Le Mans 2017: 30/65-18 S8M RFID / S8L / S9M RFID / S9L

Use	Circuit 24H Le Mans 2017 - LMP3
Maximum load	450 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure			
	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber				
-2.75 °	0	0	0	0
-2.50 °	0	2	2	2
-2.00 °	0	2	2	2

Recommendation for Slick: 30/65-18 S9L / S9M RFID

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-4 °	0	0	0	1	1
-3.5 °	0	0	2	2	2
-3.25 °	0	0	2	2	2
-From -2 to -3 °	0	1	2	2	2

Recommendation for Wet: 30/65-18 P2L

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	0	0	1	1
-4 °	0	0	0	1	1
-3.5 °	0	0	2	2	2
-3.25 °	0	0	2	2	2
-From -2 to -3 °	0	1	2	2	2

Recommendation for Slick: 30/65-18 S8L / S7L

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	0	0	1	1
-4 °	0	0	0	1	1
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-From -2 to -3 °	0	0	1	1	1

30/68-18

Recommendation for Slick: 30/68-18 S8H / S7H / S9H

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber	0	0	0	0	1
-4 °	0	0	0	0	1
-3.5 °	0	0	0	1	1
-3 °	0	0	1	1	1
-From -2 to -2.5 °	0	1	1	1	1

Recommendation for Slick: 30/68-18 S7L / S8L / S9L / S9L RFID

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	0	2	2	2
-4 °	0	0	2	2	2
-3.5 °	0	3	3	3	3
-3 °	0	3	3	3	3
-From -2 to -2.5 °	0	3	3	3	3

Recommendation for Wet: 30/68-18 P2L

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	0	2	2	2
-4 °	0	0	2	2	2
-3.5 °	0	3	3	3	3
-3 °	0	3	3	3	3
-From -2 to -2.5 °	0	3	3	3	3

Recommendation for Slick: 30/68-18 Porsche Cup N1 / Porsche Cup N2

Use	Track without banking
Maximum load	600 DaN
Maximum speed	280 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.5 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure					
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber	0	0	0	0	1	1
-4.25 °	0	0	0	0	1	1
-4 °	0	0	0	1	1	1
-3.75 °	0	0	1	1	1	1
-From -2 to -3.5 °	0	1	1	1	1	1

Recommendation for Wet: 30/68-18 P2G

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+0,5/- 1,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure				
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
Camber	0	0	0	0	1
-4 °	0	0	0	0	1
-3.5 °	0	0	0	1	1
-3 °	0	0	1	1	1
-From -2 to -2.5 °	0	1	1	1	1

Recommendation for Slick: 30/68-18 S9M RFID

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	2	2	2	2
-4 °	0	2	2	2	2
-3.5 °	0	3	3	3	3
-3.0 °	0	3	3	3	3
From -2 to -2,5 °	0	3	3	3	3

Recommendation for Slick, WET Lamborghini Huracan LP 620-2 Super Trofeo: 30/68-18 S9M RFID / P2L

Use	Lamborghini Huracan Super Trofeo - Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure			
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber	0	0	0	0
-3,5 °	0	0	0	0
-3,25 °	0	0	0	0
-3,0 °	0	1	1	1
From -2.0 to -2.75 °	0	1	1	1

31/66-13

Recommendation for Single-seater Sprint Wet: 31/66-13 P312

Use	Track without banking
Maximum load	650 DaN
Maximum speed	300 Km/h
Nominal rim	13,7 (+/- 0,5) J 13
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.45 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber	0	1	1	1	1	1
-3.0 °	0	1	1	1	1	1
-2.5 °	0	1	1	1	1	1
From -2.0 to -2.25 °	0	1	1	1	1	1

31/71-18

Recommendation for Slick: 31/71-18 S7H / S8H / S8G / S9H / S9LL

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-4 °	0	0	0	0	0	1
-3.75 °	0	0	0	1	1	1
-3.5 °	0	0	0	1	1	1
-3.25 °	0	0	1	1	1	1
-3 °	0	0	1	1	1	1
-From -2 to -2.75 °	0	1	1	1	1	1

Recommendation for Slick: 31/71-18 S7L / S8L / S9L

Use	Track without banking
Maximum load	610 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3 °	0	2	2	2	2
-From -2 to -2.75 °	0	2	2	2	2

Recommendation for Wet: 31/71-18 P2L

Use	Track without banking
Maximum load	610 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3 °	0	2	2	2	2
-From -2 to -2.75 °	0	2	2	2	2

Recommendation for Slick: 31/71-18 S7L / S8L / S9L

Use	Track without banking
Maximum load	680 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	1	1
-3.25 °	0	0	0	1	1
-3 °	0	1	1	3	3
-From -2 to -2.75 °	0	1	1	3	3

Recommendation for Wet: 31/71-18 P2L

Use	Track without banking
Maximum load	680 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.50 °	0	0	0	1	1
-3.25 °	0	0	0	1	1
-3.00 °	0	1	1	3	3
From -2.0 to -2.75 °	0	1	1	3	3

Recommendation for Slick: 31/71-18 S7L / S8L / S9L

Use	Track without banking
Maximum load	730 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.50 °	0	0	0	0	1
-3.25 °	0	0	0	0	1
-3.00 °	0	0	1	1	3
From -2.0 to -2.75 °	0	0	1	1	3

Recommendation for Wet: 31/71-18 P2L

Use	Track without banking
Maximum load	730 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	0	1
-3.25 °	0	0	0	0	1
-3 °	0	0	1	1	3
-From -2 to -2.75 °	0	0	1	1	3

Recommendation for Slick: 31/71-18 Porsche Cup N2

Use	Track without banking
Maximum load	600 DaN
Maximum speed	280 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure					
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber						
-4.25 °	0	0	0	0	1	1
-4 °	0	0	0	1	1	1
-3.75 °	0	0	1	1	1	1
-From -2 to -3.5 °	0	1	1	1	1	1

Recommendation for Wet: 31/71-18 P2G

Use	Track without banking
Maximum load	700 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.4 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-3 °	0	0	0	0	1	2
-2.75 °	0	0	0	1	2	2
-2.5 °	0	0	1	2	2	2
-From -2 to -2.25 °	0	1	2	2	2	2

Recommendation for Slick LMP3: 31/71-18 S9L / S9M RFID

Use	Track without banking - Specific LMP3
Maximum load	660 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3.0 °	0	2	2	3	3
From -2 to -2.75 °	0	2	2	3	3

Recommendation for Slick: 31/71-18 S9M RFID

Use	Track without banking - Specific LMP3
Maximum load	730 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.75 °	0	0	0	0	0
-3.5 °	0	1	1	1	1
-3.25 °	0	1	2	2	2
From -2.0 to -2.75 °	0	1	2	2	2

Recommendation for Slick LMP3 - 24H Le Mans 2017: 31/71-18 S9M RFID / S9L

Use	Circuit 24H Le Mans 2017 - LMP3
Maximum load	620 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 18
Minimum cold pressure	1.3 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-2.50 °	0	0	0	0	0
-2.25 °	0	2	2	2	2
-2.00 °	0	2	2	3	3
-1.75 °	0	2	2	3	3

31/71-19

Recommendation for Slick: 31/71-19 S8H / S9A

Use	Track without banking
Maximum load	590 DaN
Maximum speed	320 Km/h
Nominal rim	12,5 (+/- 0,5) J 19
Minimum cold pressure	1.3 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure				
	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber					
-3.5 °	0	0	2	2	2
-3.25 °	0	1	2	2	2
-3 °	0	1	2	2	2
From -2 to -2.75 °	0	1	2	2	2

Recommendation for Slick: 31/71-19 S8L / S9L RFID / S7L / S9L

Use	Track without banking
Maximum load	630 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	270 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-3 °	0	0	2	2	2
From -2 to -2.5 °	0	0	2	2	2

Recommendation for Wet: 31/71-19 P2L

Use	Track without banking
Maximum load	630 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	270 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-3 °	0	0	2	2	2
From -2 to -2.5 °	0	0	2	2	2

Recommendation for Slick: 31/71-19 S8L / S9L RFID / S7L / S9L

Use	Track without banking
Maximum load	680 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	270 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-3.5 °	0	0	0	1	1
-3.25 °	0	0	1	1	1
-3 °	0	0	1	2	2
From -2 to -2.5 °	0	0	1	2	2

Recommendation for Wet: 31/71-19 P2L

Use	Track without banking
Maximum load	680 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	270 Km

Number of runs	Minimum hot pressure				
	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
Camber					
-3.5 °	0	0	0	1	1
-3.25 °	0	0	1	1	1
-3 °	0	0	1	2	2
-From -2 to -2.5 °	0	0	1	2	2

Recommendation for Slick: 31/71-19 S9M RFID

Use	Track without banking
Maximum load	680 DaN
Maximum speed	320 Km/h
Nominal rim	13 (+/- 0,5) J 19
Minimum cold pressure	1.2 Bar
Run distance	180 Km

Number of runs	Minimum hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Camber					
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-3.0 °	0	2	2	3	3
From -2 to -2,5 °	0	2	2	3	3

Recommendation for Wet: 31/71-19 P2G

Use	Track without banking
Maximum load	700 DaN
Maximum speed	320 Km/h
Nominal rim	13
Minimum cold pressure	1.3 Bar
Run distance	250 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-3 °	0	0	0	0	1	1
-2.75 °	0	0	0	1	1	1
-2.5 °	0	0	1	1	1	1
From -2 to -2.25 °	0	1	1	1	1	1

32/66-13

Recommendation for Single-seater Sprint Slick/Wet: 32/66-13 S412 / S312 / P412

Use	Track without banking
Maximum load	650 DaN
Maximum speed	300 Km/h
Nominal rim	13.7 (+/- 0,5) J 13
Minimum cold pressure	1.1 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.45 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber						
-3.0 °	0	1	1	1	1	1
-2.5 °	0	1	1	1	1	1
From -2.0 to -2.25 °	0	1	1	1	1	1

33/70-15

Recommendation for Slick: 33/70-15 S9D / S9C

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	14 (+/- 0,5) J 15
Minimum cold pressure	1.25 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.4 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
Camber						
-2.5 °	0	0	1	1	1	1
-2.0 °	0	1	1	1	1	1
From 0 to -1.5 °	0	1	1	1	1	1

Recommendation for Wet: 33/70-15 P2G / P2E

Use	Track without banking
Maximum load	600 DaN
Maximum speed	320 Km/h
Nominal rim	14 (+/- 0,5) J 15
Minimum cold pressure	1.7 Bar
Run distance	200 Km

Number of runs	Minimum hot pressure					
	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
Camber						
-2.5 °	0	0	1	1	1	1
-2.0 °	0	1	1	1	1	1
From 0 to -1.5 °	0	1	1	1	1	1

NOTES

A series of horizontal dotted lines for taking notes, overlaid with a faint, abstract graphic of overlapping curved lines.



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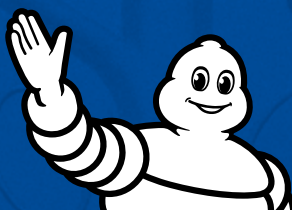


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