



SEASON PREVIEW

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Lusail (Qatar), February 21, 2025

Michelin is Ready for the 2025 FIA WEC World Endurance Championship Season

- Michelin, starting its thirteenth consecutive season in global endurance racing, will equip the Hypercar category prototypes at least until 2029.
- In 2025, Michelin will provide its partners with endurance tire ranges featuring refined operating windows based on data accumulated from previous races.
- The premier "Hypercar" category this year consists of eight renowned manufacturers, fielding 18 prototypes on the starting grid. All these cars will be equipped with Michelin tires.

The 2025 FIA WEC World Endurance Championship will begin with the same structure as in 2024. Following two Prologue days on February 21-22, the season will officially open with the 1,812 km of Qatar, scheduled from February 26-28. The first free practice session will take place on Wednesday, February 26, followed by qualifying on Thursday afternoon. The race, with a maximum duration of 10 hours, will start on Friday, February 28, at 11:00 AM local time (9:00 AM in Western Europe).

Michelin Tires for the 2025 FIA WEC

In 2025, Michelin will continue using the same endurance tire ranges as in 2024. This decision aligns with the goal of stability and performance continuity, as these compounds have already proven their reliability and are well understood and appreciated by Michelin's partners.

*"The sporting regulations remain unchanged, except for an evolution of the Hyperpole format at the 24 Hours of Le Mans, which will now be doubled," explains **Pierre Alves**, Michelin's Endurance Program Manager. "However, the number of private test days has been reduced. Since the introduction of these tires, both our partners and engineers have learned a great deal about their behavior, and we now have a precise understanding of their optimal operating temperature ranges. Over the last season, we observed a progression in key performance aspects of our compounds, and we know they still hold further potential."*



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For the 2025 FIA WEC Endurance season, Hypercar category competitors will have tires available in three compound levels:

- **Soft**
- **Medium**
- **Hard**

Optimized Management of Temperature Windows

Each compound has an ideal operating temperature range, with overlapping zones between different specifications. For example, if one tire performs best between 10°C and 25°C track temperature, another might cover a range from 20°C to 40°C. During each race, teams will have access to two of the three available compounds. The only exception is the 24 Hours of Le Mans, where the entire range will be available to competitors. For this first race in Qatar, the available compounds will be Medium and Hard.

*"Throughout the season, our partner teams will benefit from the expert guidance of our Team Technical Advisors (CTE)," says **Pierre Alves**. "Our endurance range has been developed to adapt to the specificities of all championship circuits, and we now have precise data on all tracks, which remain the same as last season. This allows us to refine our recommendations based on the cars and weather conditions."*

The Michelin Pilot Sport Endurance "Rain" Tire Continues... but Could Evolve During the Season

This tire was introduced at the beginning of the 2023 season and has demonstrated excellent performance on multiple occasions. Whether on wet or drying tracks, the Michelin Pilot Sport Endurance "Rain" tire has effectively served its purpose. With an optimized tread pattern, it allows drivers to remain on track as rain intensity varies or as the racing line dries toward the end of their stint. The versatility of this tire has already proven beneficial, helping teams save time by reducing the need for frequent tire changes, such as switching between WET and FULL WET compounds.

The Michelin Pilot Sport Endurance "Rain" tire will be available at the start of the season but may be replaced by a new model during the year. This iteration will enhance versatility while incorporating a higher proportion of renewable and recycled materials. The introduction of this new tire on circuits could occur after the 24 Hours of Le Mans.



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Unchanged Tire Allocation and Improved Identification

At the start of the season in Qatar, each Hypercar will have access to 12 tires for practice and 32 for qualifying and the race, across all compound levels. All teams will use Michelin Pilot Sport Endurance tires, sized 29/71-18 at the front and 34/71-18 at the rear (wider tread at the rear than the front). All compounds will be easy to identify thanks to Michelin's marking technology.

At the beginning of last season, Michelin, in agreement with its partners, made each team's tire strategy more visible by introducing different colors on the tire sidewalls.

*"We chose color codes opposite to those seen in other championships, such as Formula 1," says **Pierre Alves**. "Our logic is based on tire performance in relation to track temperature. A Soft tire is not necessarily faster than a Medium if it is not operating within its optimal range. Marking the sidewalls provides crucial information to better understand and anticipate race strategies. To make the color coding intuitive, we associated white with cold temperatures, red with high heat, and yellow with intermediate conditions."*

From the trackside or inside garages, spectators and competitors will observe up to four distinct sidewall colors:

- **Soft Compound: White sidewall.** Symbolizes cold conditions, snow, making it the softest compound suited for such scenarios.
- **Medium Compound: Yellow sidewall.** Positioned between red and white, yellow represents the moderate temperature range where this compound performs best.
- **Hard Compound: Red sidewall.** Red signifies heat, and when the track is hot, the Hard compound is the most appropriate.
- **Rain Tire: Blue sidewall.** Blue is commonly associated with wet conditions.

2025 Calendar Overview by Pierre Alves

"The 2025 calendar focuses on stability, with eight races featuring distinct characteristics while maintaining the same order and seasonality as last year. As in 2024, we faced several logistical challenges, particularly due to the decision to ship our tires and equipment by sea instead of by air. This decision is driven by both economic imperatives and Michelin's strong environmental commitment. Given that the geopolitical context remains similar to last year, ships must take detoured routes, requiring us to further anticipate tire production and shipment."



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"Nevertheless, we are approaching the first two rounds, in Qatar and Imola (Italy), with greater confidence, as we now have solid data from last season's track sessions. Following this, the championship will follow a more traditional pattern with the back-to-back 6 Hours of Spa-Francorchamps (Belgium) and the 24 Hours of Le Mans (France), two iconic events where we have written remarkable chapters in motorsport history.

"Then, the championship heads to São Paulo (Brazil), a track we are familiar with but where we will have to adapt to a newly resurfaced layout, completed after the 2024 race. The WEC's return to Brazil was a major success, both in terms of attendance and on-track spectacle. After that, we will travel to the Circuit of The Americas (COTA) near Austin, Texas, a demanding circuit due to its bumpy surface but one we are particularly fond of.

"Finally, the season will conclude with two legendary races: Fuji (Japan) and Bahrain, circuits we know well and where we regularly conduct tests. However, we have noted a two-week shift for the Japanese round, a factor that could slightly influence weather conditions.

"With a mix of recent circuits and well-established classics, a strong lineup of manufacturers, and the arrival of a new competitor, Aston Martin, this season is already shaping up to be a highly competitive one, and our teams are exceptionally well-prepared for the challenge."

- **February 21-22:** FIA WEC Prologue (Qatar, Losail Circuit)
- **February 28:** 1,812 km of Qatar (Losail Circuit)
- **April 20:** 6 Hours of Imola (Italy)
- **May 10:** TotalEnergies 6 Hours of Spa-Francorchamps (Belgium)
- **June 14-15:** 24 Hours of Le Mans (France)
- **July 13:** Rolex 6 Hours of São Paulo (Brazil)
- **September 7:** Lone Star Le Mans (Circuit of the Americas, USA)
- **September 28:** 6 Hours of Fuji (Japan)
- **November 8:** Bapco Energies 8 Hours of Bahrain

Michelin's Partners for the 2025 Season: 8 Manufacturers and 18 Cars

As the world's leading tire manufacturer, Michelin has been supplying its pioneering products to the elite of the FIA-WEC since the creation of the Endurance World Championship in 2012. Today, Michelin remains the exclusive tire supplier for the premier Hypercar category, a status that will continue until at least 2029.



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This season, Michelin will equip 18 prototypes. Alongside its returning partners from 2024 (Alpine, BMW, Cadillac, Ferrari, Porsche, Peugeot, and Toyota), the British team Aston Martin joins the lineup.

- **AF CORSE:** 1 Ferrari 499P
- **ALPINE ENDURANCE TEAM:** 2 Alpine A424
- **ASTON MARTIN THOR TEAM:** 2 Aston Martin Valkyrie
- **BMW M TEAM WRT:** 2 BMW M Hybrid V8
- **CADILLAC HERTZ JOTA TEAM:** 2 Cadillac V-Series.R
- **FERRARI AF CORSE:** 2 Ferrari 499P
- **PEUGEOT TOTALENERGIES:** 2 Peugeot 9X8
- **PORSCHE PENSKE MOTORSPORT:** 2 Porsche 963
- **PROTON COMPETITION:** 1 Porsche 963
- **TOYOTA GAZOO RACING:** 2 Toyota GR010-Hybrid

Michelin Finalizes the 2026 Endurance Range

The development of the MICHELIN Pilot Sport Endurance "Slick" 2026 tire began with an intensive digital phase, combining computer modeling and advanced simulation. Thanks to its "smart data" technology, Michelin designs virtual tires capable of reproducing the effects of temperature, both on materials and pressure evolution. These simulation algorithms, among the most advanced in the world, are protected by patents and encryption. They allow for tire development optimization well before manufacturing and on-track testing.

Once the theoretical design is completed, the tire is first tested on a simulator by a professional driver, as if it were being used in an actual race. Meanwhile, Michelin engineers collect data, replicating a real track session but from their office. This approach offers significant time savings, reduces travel-related risks, and minimizes the environmental impact of physical testing.

However, on-track tests remain essential at the final stage of the process. "We have already conducted multiple development loops and various testing sessions," explains **Pierre Alves**.

"A year ago, we brought together our partners for a test session in Portimao (Portugal) with one car per manufacturer, but the weather was unfavorable, and little data was collected. Last summer, we continued our work at the Circuit of The Americas (COTA) in Texas, followed by a new session at the Bahrain circuit a few days after the final race of the 2024 season. These tests allowed us to optimize several parameters simultaneously, which is a true challenge in tire engineering. We are continuing our tests this year with the goal of finalizing the new range before summer."



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Reducing Environmental Footprint while Overcoming Technical Challenges

One of Michelin's major objectives is to increase the share of renewable and recycled materials in tire composition while reducing its environmental impact throughout its entire Life Cycle—all without compromising performance.

"Integrating renewable and recycled materials into the tires for the FIA WEC is a fantastic opportunity to harness the potential of Endurance racing as an innovation accelerator for the advancement of everyday mobility," says **Pierre Alves**.

Beyond reducing the overall environmental impact of the tire, Michelin is tackling two significant technical challenges in the development of its new Endurance range: further extending tire longevity and improving their ability to reach optimal temperature quickly. The specifications are, therefore, particularly ambitious.

As the 2026 Endurance range enters its final development phase, Michelin has scheduled two more test sessions with its partners before summer. After that, the focus will shift to industrialization, preparing for the first tests of next season's prototypes, which are also in full development.

About Michelin

Michelin is building a world-leading manufacturer of life-changing composites and experiences.

Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world.

Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tires and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare.

The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data- and AI-based connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide.

Headquartered in Clermont-Ferrand, France, Michelin is present in 175 countries and employs 132,200 people.

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