



# MICHELIN LE MANS CUP COMMITTEE



To:  LMP3  LMP3 Pro/Am  GT3

Decision: MLMC\_2026\_D04\_GT3\_Technical\_Information

Date: 10/03/2026

Subject: Technical information for GT3 category

## APPLICABLE REGULATION(S)

- 2026 Michelin Le Mans Cup Sporting Regulations
- 2026 Technical Regulations for GT3

## DECISION

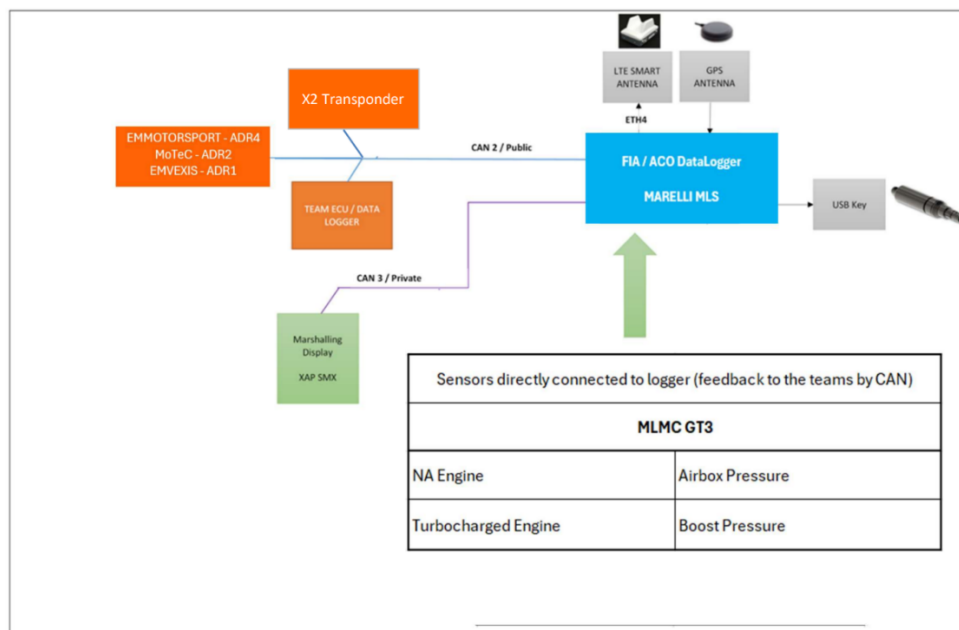
## ELECTRONIC EQUIPMENT

The use of Marelli Telemetry System is mandatory.

The Telemetry System designed by Marelli is a “modular” system in which, on board the vehicle, the logging functionalities have been separated from the wireless functions.

The system is designed to log the data input from the mandatory sensors, some of which are directly connected to the logger. The data is then stored on the systems’ USB-flashdrive and must be uploaded each time a car enters the pitlane. The integrated smart antenna also provides accurate live data transmitted via LTE. This allows the technical team to monitor mandatory sensor values while the car is running on track and review racing incidents and infringements with a minimum delay.

Furthermore, it connects the vehicle to race control, sending the GPS-position of the car to locate it on track and receiving flag signals to show on the marshalling display onboard the vehicle.



In addition to GT3 homologation document, Competitors have to complete “GT3-Marelli Telemetry System Installation Form” in the last Electronic/Technical package folder. This document must be sent to ACO for approval two weeks before the Competition.

Any decision taken by the Michelin Le Mans Cup Committee is not subject to appeal.

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## ELECTRONIC INFORMATION

Any GPS antenna other than the one from the mandatory data logger must be homologated.

## REAR WING ANGLE MEASUREMENT

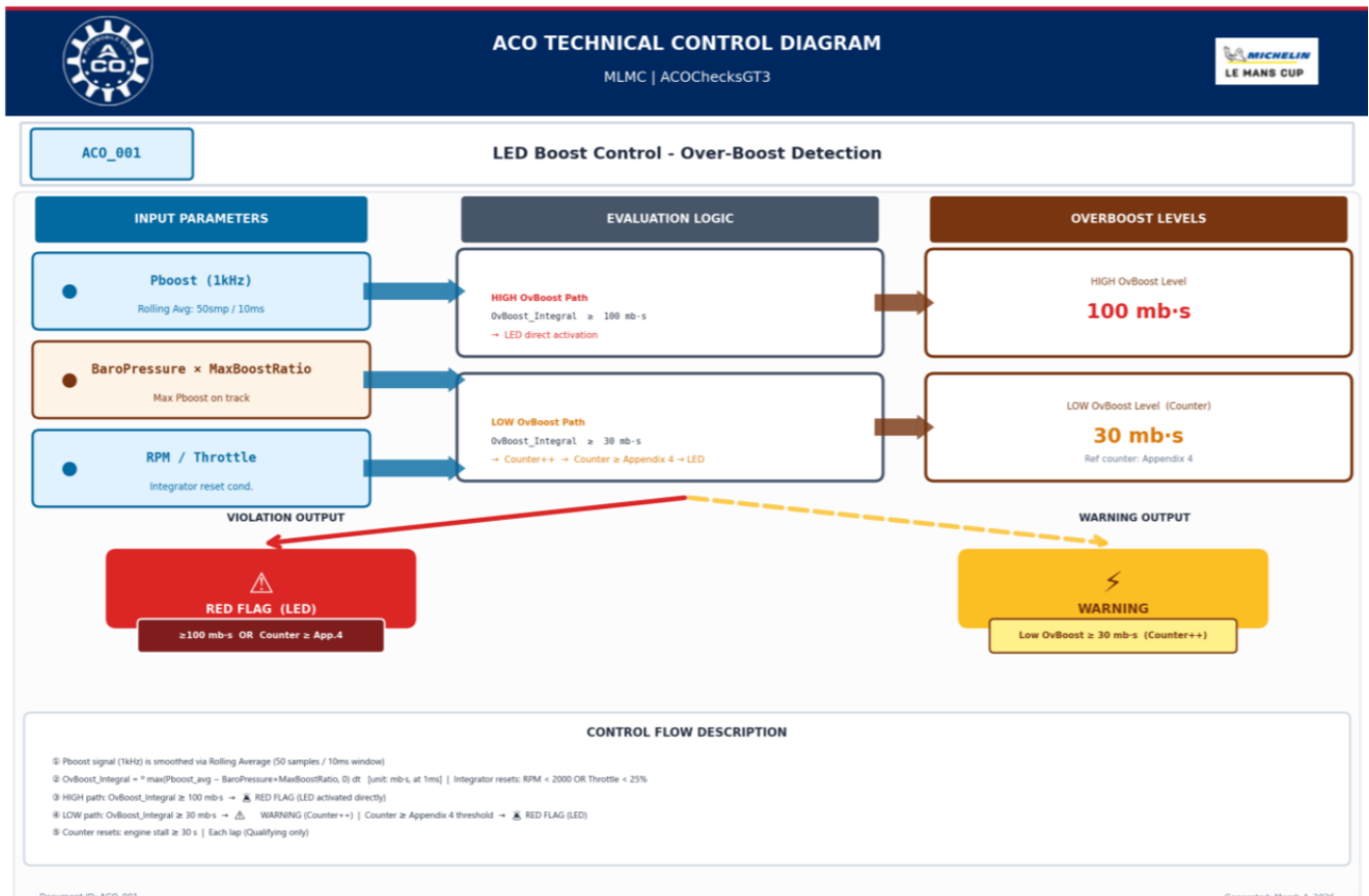
Where a chassis reference plane is available inside the cockpit of the car the top surface of the plane shall remain unobstructed at all times to allow scrutineers to zero an inclinometer when carrying out rear wing angle measurements. The clearance volume above the plane shall be a minimum of 220mm long x 60mm wide x 65mm high.

## ENGINE RESTRICTOR SIZES

To accommodate the BOP process requirements each Competitor / Manufacturer shall ensure that the following size engine restrictors for their cars are available at all Competitions:

	Restrictor diameter list (mm)					
Porsche	36	37.5	38	39.5	40	41.5

## BOOST CONTROL STRATEGY



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## CHILLER UNIT

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In case of installation in your cockpit of a chiller unit for Competitions, and if this option/installation is not part of the car homologation form, Competitors have to complete "chiller unit installation form", available in the last Electronic/Technical package folder. This document must be sent to ACO for approval two weeks before the Competition.

Any installation must be mounted with fixation capable of accepting a 25 g deceleration.

No modification (including extra fixing holes...) of a homologated chassis is permitted without the manufacturer approval and homologation document update.

## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

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This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the above-mentioned Competition only