



Asian **LE MANS**series™

Okayama 31st October – 1st November 2009

Technical regulations - The 4 Le Mans Categories

The Le Mans 24-Hours technical regulations also govern all the Le Mans Series: the American Le Mans Series (ALMS), the Le Mans Series (LMS) and now the Asian Le Mans Series. There are 4 categories: 2 for prototypes (LM P1 and LM P2) and 2 for Grand Touring Cars (LM GT1 and LM GT2).

Here are the main guidelines:

LM P1 & LM P2 prototypes

They can have open or closed bodywork and are differentiated by their technical characteristics, their weight and their power. They are all fitted with air restrictors whose diameter varies according to the engine's configuration: number of valves, cubic capacity and the type of fuel (petrol or diesel). For turbocharged engines, in addition to the restrictor, the supercharger pressure is calculated according to the cubic capacity and the type of engine (petrol or diesel).

	LM P1	LM P2	
Engine	Free or homologated	Free	homologated
Normally aspirated, petrol	Free: 6.000 ccs Homologated: 7000 ccs	3 400 ccs 8 cylinders max	
Max.cubic capacity		2000 ccs	4 000 ccs 4500 ccs
Supercharged petrol	4 000 ccs	6 cylinders max.	
Supercharged diesel	5 500 ccs	Banned	

Category	Examples	Bodywork	Min. weight	Max fuel tank capacity	Wheel sizes
LM P1	R10 TDI, Courage-Oreca-AIM Lola-Aston Martin, Pescarolo-Judd	Open or closed	900 kgs (Audi R10 TDI, +30 kgs)	90 l petrol 80 l diesel	16"
LM P2	Lola-Judd coupe, Pescarolo-Mazda, Porsche RS spyder, Radical-AER	Open or closed	825 kgs	80 l	14"

DÉPARTEMENT COMMUNICATION

Email : presse@lemans.org

Circuit des "24 Heures"
72019 Le Mans Cedex 2
Tél : 02 43 40 24 02
Fax : 02 43 40 24 88
Internet : www.lemans.org



➔ GRAND TOURING CARS LM GT1 & LM GT2

The GTs have evolved from sports or supercars and must be built for road-going use and powered by petrol engines only. For major manufacturers the minimum production figure is 100 cars, while for small manufacturers the figure is 25. The LM GT1s are more highly developed and more powerful than the LM GT2s. They all have air restrictors on the inlet manifold whose diameter varies according to the engine's configuration: number of valves, number of cylinders. For turbocharged engines in addition to the restrictor the supercharger pressure is calculated according to the cubic capacity. Open or closed bodywork. Maximum temperature inside the cockpit: 32°C.

Category	Examples	Engines	Min. weight	Brakes	Max. fuel tank capacity	Wheel sizes
LM GT1	Corvette C5-R/C.6R, Aston Martin DBR9, Lamborghini Murcielago R-GT	Max. cubic capacity 8000 ccs (n/a) 4000 ccs (s/c)	1150 kgs + 25 kgs for the Corvette C6, Aston Martin DBR9	Carbon allowed	90 l	14"
LM GT2	Porsche GT3 RSR, Ferrari F430 GT		1150 kgs	Carbon banned	90 l	12" > 1245 kgs 14" < 1245 kgs

➔ 1 COLOUR CODE PER CATEGORY TO HELP SPECTATORS RECOGNISE THE CARS AS IN THE USA

Each Le Mans category has its own colour to help spectators recognise the cars whether on the cars' numbers or on the pit boards. Here are the colour codes currently used:

RED: LM P1

BLUE: LM P2

GREEN: LM GT1

YELLOW: LM GT2

Shell supplies the fuel according to the Le Mans 24 Hours and the Le Mans Series specification: petrol and diesel for the Audi R15 TDIs.

The full technical regulations for all the Le Mans categories can be downloaded from www.lemans.org

DÉPARTEMENT COMMUNICATION

Email : presse@lemans.org

Circuit des "24 Heures"
72019 Le Mans Cedex 2
Tél : 02 43 40 24 02
Fax : 02 43 40 24 88
Internet : www.lemans.org