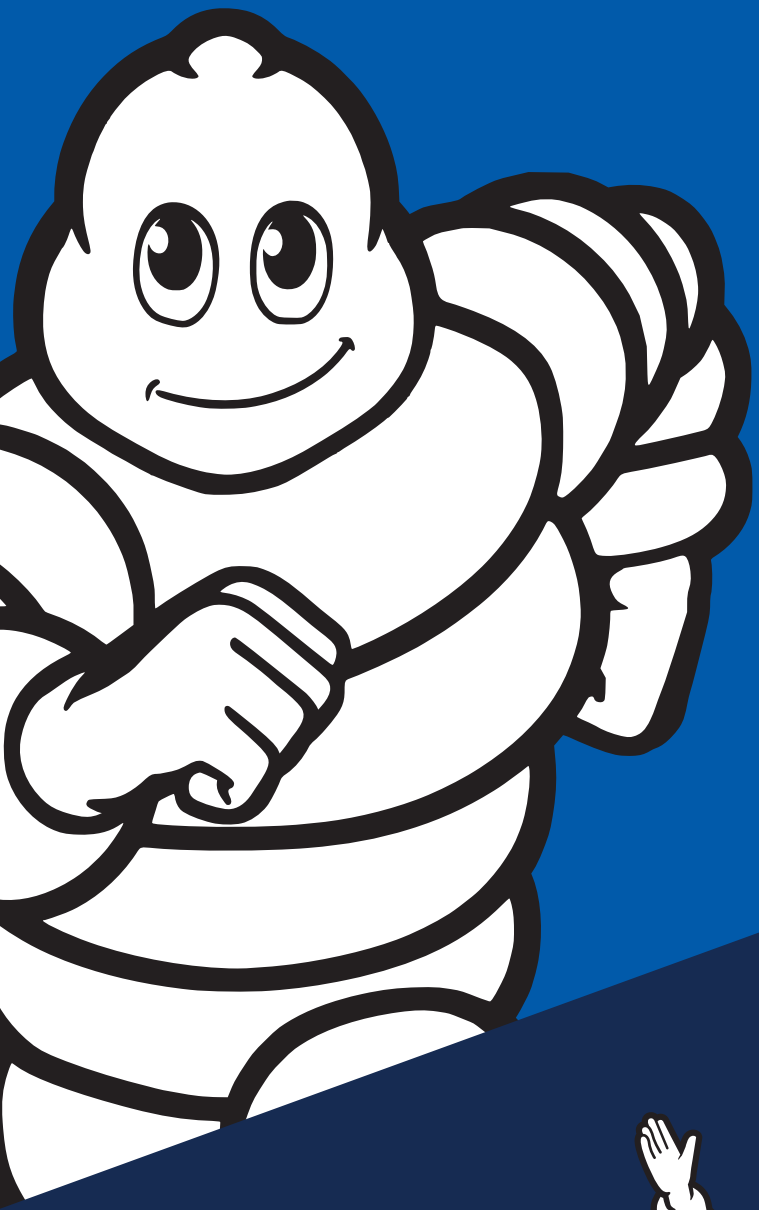
CIRCUIT



2020

MICHELIN

CONTENTS

READING A TYRE

EX. : **27/65-18 S8M**

27 : Tread width in cm
65 : External tyre diameter in cm
18 : Rim diameter in inches
S : Slick
8 : «Medium» rubber compound
M : Development

PILOT SPORT GT : Range
CHIFFRE (7, 8, 9) : Rubber rigidity
LETTRE (L, M) : Development

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

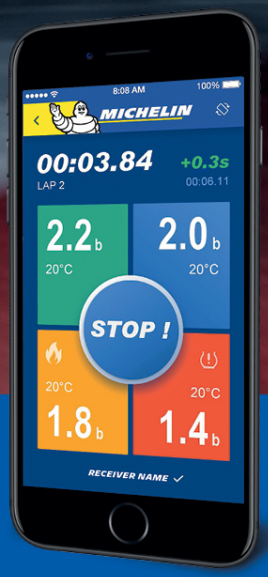
In order to target a hot pressure (usage pressure), we must first determine the starting pressure, known as the cold pressure.
When heating a tyre, we adopt a rule that remains a general idea, but which is reliable: we can establish the equivalence that 1°C = 0.01 bar.
E.g.: 1.20 bar at 20°C becomes 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).



MICHELIN / TRACK CONNECT

Yes, it's true. This is the dawn of a new drive. MICHELIN® Track Connect is the first real-time coaching system for enthusiasts. Because bold ideas become breakthroughs at Michelin.

MICHELIN

SINGLE-SEATER & PROTOTYPE

REFERENCE	SINGLE SEATER	PROTYPE	SLICK	RAIN	DIAMETER AVAILABLE
PILOT SPORT S512	✓	-	✓	-	17"
PILOT SPORT P512	✓	-	-	✓	17"
PILOT SPORT S412	✓	✓	✓	-	13"
PILOT SPORT P412	✓	✓	-	✓	13"

REFERENCE	SINGLE SEATER	PROTYPE	SLICK	RAIN	DIAMETER AVAILABLE
PILOT SPORT S819	-	✓	✓	-	18"
PILOT SPORT P819	-	✓	-	✓	18"
PILOT SPORT GT*	-	✓**	✓	✓	17"

** information available in the GT/TOURING section page 16*
*** e.g. Proto Funyo, LMP3*

N = NEW

PILOT SPORT S512

SLICK VERSION

NEW

GRIP
Ground surface increased by 20% the 13" 20/54-13 & 24/57-13 solution.

WARM UP
Warm up **as effective** as the 13" solution. The compound mix is adapted to constraints in single-seater vehicles.

HANDLING
With a flank height reduced by 15% compared **to the 13" solution, curve speed is higher.**

AVAILABLE IN 24/61-17 AND 28/64-17

RFID

PRESENT FOR THE FIRST TIME IN 2020 IN ULTIMATE CUP SERIES

Dimensional offer and technical specifications page 25.

PILOT SPORT P512

RAIN VERSION

NEW

GRIP
A tread pattern designed to **guarantee effective evacuation** on wet track.

HANDLING
Compound mix adapted to driving under the rain, for strong grip.

AVAILABLE IN 24/61-17 AND 28/64-17

RFID

PRESENT FOR THE FIRST TIME IN 2020 IN ULTIMATE CUP SERIES

JULIEN VIAL

PRODUCT CATEGORY MANAGER

—

As the premier class will soon upgrade to 18", we had to offer a large diameter single-seater tire to support drivers and prepare them for future evolutions.

PILOT SPORT S412

SLICK VERSION

GRIP
Architecture based on our latest technologies ensuring a level of grip above the competition.

WARM UP
A mix, adapted to single-seater requirements, for **fast build-up**.

HANDLING
Constant performance during the entire race.

AVAILABLE IN 13" RFID

PRESENT IN EUROFORMULA, IN FR2.0

Dimensional offer and technical specifications page 25.

PILOT SPORT P412

Grip*

GRIP

Tread sculpture optimized for water evacuation providing **strong grip.**

HANDLING

Compound mix adapted to driving under the rain, for **strong grip**.

AVAILABLE IN 13"

PRESENT IN EUROFORMULA, IN FR2.0

PILOT SPORT LEGENDS S819

GRIP
New architecture for **easier use**.

WARM UP
A mix adapted to vintage LMP1 vehicle requirements, for **instant build-up**.

CONSTANCY & DURABILITY
Constant performance during the entire race.

AVAILABLE IN 18" RFID

PRESENT IN MASTER ENDURANCE LEGENDS

Dimensional offer and technical specifications page 25.

PILOT SPORT LEGENDS P819

RAIN VERSION

Grip+

GRIP
Tread sculpture optimized for water evacuation

HANDLING
New architecture integrating the variants of our latest technologies preserving balance of vehicles.

AVAILABLE IN 18''

PRESENT IN MASTER ENDURANCE LEGENDS

REFERENCE	SLICK	RAIN	DIAMETER AVAILABLE
PILOT SPORT GT M	✓	-	15”, 17”, 18”, 19”
PILOT SPORT GT L	✓	-	15”, 16”, 17”, 18”

TOURING & GT

REFERENCE	SLICK	RAIN	DIAMETER AVAILABLE
PILOT SPORT GT P2L	-	✓	15”, 16”, 18”, 19”
PILOT SPORT GT P2H	-	✓	15”, 17”, 19”
PILOT SPORT GT P2G	-	✓	17”

PILOT SPORT GT M

SLICK VERSION

TECHNOLOGIES DERIVED FROM WEC AND GT500

GRIP
Enhanced lateral support for easier use and **constant performance**.

WARM UP
Reinforced driving pleasure with a **good warm-up / endurance compromise**.

HANDLING
The architecture allows improved absorption of vehicle constraints.

3 COMPOUNDS		
S7M	**S8M**	**S9M**
SOFT	MEDIUM	HARD

AVAILABLE IN 15'', 16'', 17'', 18'' AND 19''

RFID

PRESENT IN GT OPEN, ULTIMATE CUP SERIES, CLIO CUP, ETC.

Dimensional offer and technical specifications pages 26 and 27.

PILOT SPORT GT L

SLICK VERSION

GRIP
Grip is felt quickly, very good lateral support.

WARM UP
Higher driving pleasure with a **good warm-up / endurance compromise**.

HANDLING
The evolutions allowed having a **reinforced architecture** with respect to the previous range with a stronger carcass.

3 COMPOUNDS		
S7L	**S8L**	**S9L**
SOFT	MEDIUM	HARD

AVAILABLE IN 15'', 16'', 17'', 18'' AND 19''

PRESENT IN GT OPEN, ULTIMATE CUP SERIES, CLIO CUP, ETC.

PILOT SPORT GT P2L

TECHNOLOGIES DERIVED FROM WEC

GRIP
A tread pattern designed to guarantee **proper evacuation on wet track**.

HANDLING
A read pattern designed to **increase performance on drying track while guaranteeing proper evacuation on wet track**.

AVAILABLE IN 15", 16", 18" AND 19"

PILOT SPORT GT P2H

P2H tread on 19" vehicles

P2H tread on 15" and 17" vehicles

GRIP
A tread pattern designed to guarantee proper evacuation on wet track.

AVAILABLE IN 15", 17" AND 19"

Dimensional offer and technical specifications pages 26 and 27.

PILOT SPORT GT P2G

GRIP
Increased lateral support. Architecture improved over the previous version to absorb stress on vehicles.

HANDLING
Excellent compromise between grip and water evacuation by combining slick architecture and rain compound.

AVAILABLE IN 17"

PORSCHE CUP

REFERENCE	SLICK	RAIN	DIAMETER AVAILABLE
PILOT SPORT SPORT CUP N2	✓	-	18"
PILOT SPORT GT P2L	-	✓	18"

PILOT SPORT CUP N2

GRIP
Designed to meet the demands of Porsche Vehicles while ensuring good lateral support.

HANDLING
Developed specifically for Porsche Championships.

AVAILABLE IN 18''

PRESENT IN PORSCHE SUPER CUP, PORSCHE CARRERA CUP, ETC.

PILOT SPORT GT P2L

TECHNOLOGIES DERIVED FROM WEC

GRIP
A tread pattern designed to guarantee **proper evacuation on wet track**.

HANDLING
A tread pattern designed to increase performance on drying track while guaranteeing proper evacuation on wet track.

AVAILABLE IN 18''

Dimensional offer and technical specifications page 28.

DIMENSIONAL OFFER & TECHNICAL SPECIFICATIONS

THE TECHNICAL DATA CONTAINED IN THIS DOCUMENT IS GIVEN FOR INFORMATION ONLY. CHECKS MUST BE MADE UNDER REAL CONDITIONS.

SINGLE-SEATER & PROTOTYPE

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (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
554920	**32/66 - 13**	S412	Medium	13,7	308	379	656	2023
N -	**24/61 - 17**	S512			IN PROGRESS			
N -	**24/61 - 17**	P512			IN PROGRESS			
N -	**28/64 - 17**	S512			IN PROGRESS			
N -	**28/64 - 17**	P512			IN PROGRESS			
188873	**33/65 - 18**	S819 RFID	Medium/Hard	13,5	312	357	651	2019
012133	**33/65 - 18**	P219	Rain	13,5	312	357	651	2008
840076	**33/68 - 18**	S819 RFID	Hard	13,5	312	360	681	2110
627171	**33/68 - 18**	P219	Rain	13,5	312	360	681	2095
466857	**36/71 - 18**	S819 RFID	Medium/Hard	14,5	350	391	710	2200
476628	**36/71 - 18**	P219	Rain	14,5	350	391	710	2189
993138	**37/71 - 18**	S819 RFID	Medium/Hard	14,5	356	400	715	2220

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Checks must be made under real conditions.

N = NEW

GT & TOURING

PILOT SPORT GT POSITIONING

NOTCH	PROFILE	OPERATING T°	DRY AND ABRASIVE GROUND	DRY GROUND	DRYING GROUND	DAMP GROUND	WET GROUND
RAIN	P2L/P2H/P2G	-					
SOFT	S7M/S7L	0° - 15°					
MEDIUM	S8M/S8L	7° - 25°					
HARD	S9M/S9L	15° - <30°					

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (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
862104	**19/57 - 15**	S8M	Medium	7,0	185	206	573	1774
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
178573	**20/61 - 17**	P2H	Rain	8	191	223	604	1854
146154	**24/61 - 17**	S8L	Medium	9	235	248	605	1857
130580	**24/61 - 17**	S8M RFID	Medium	9	235	250	605	1857
046924	**24/61 - 17**	P2G	Rain	9	235	250	605	1857
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
246828	**24/64 - 18**	S9M	Medium	9,5	225	255	646	2000
503749	**24/64 - 18**	P2L	Rain	9,5	225	255	651	2000
373234	**25/64 - 18**	S8L	Medium	10	249	271	642	1990
208081	**25/64 - 18**	S8M RFID	Medium	10	249	271	642	1990
249	**25/64 - 18**	S9L	Hard	10	249	271	642	1990
173686	**25/64 - 18**	S9M RFID	Hard	10	249	271	642	1990
448993	**25/64 - 18**	P2L	Rain	10	231	269	647	2031

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Checks must be made under real conditions.

GT & TOURING

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (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
120877	**33/68 - 18**	S9M RFID	Hard	13	312	352	682	2146
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	9	230	249	647	1986
088188	**24/65 - 19**	S9M RFID	Medium	9	230	249	647	1986
206124	**24/65 - 19**	P2L	Rain	9,5	222	269	652	2023
588214	**24/65 - 19**	P2H	Rain	10	227	249	647	1986
454416	**28/69 - 19**	P2H	Rain	11	275	306	690	2148
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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Checks must be made under real conditions.

N = NEW

PORSCHE CUP

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (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

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Checks must be made under real conditions.


MICHELIN

RECOMMENDATIONS FOR **USE**

CIRCUIT TYRES

MAJOR RECOMMENDATIONS RELATING TO 4R CIRCUIT TYRES

CUSTOMER RACING

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 tyredamage or a fall of performances: higher tyre wear, influence concerningbalance 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 30 13 03 et + 33 (0) 4 73 30 21 25.

16/53-13

16/53 - 13 Slick S310 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
>-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 -3.0 °	0	1	2	2	2	2

16/53 - 13 Rain P310 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
-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 -3.0 °	0	1	2	2	2	2

20/54-13

20/54 - 13 Slick S310 - S412 - S412 RFID (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**9 (+/- 1,0) J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.3 Bar	1.35 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar
-4.5 °	0	1	1	1	1	1
-4.0 °	0	1	1	1	1	2
-3.5 °	0	1	1	1	2	2
From -2.0 to -3.0 °	0	1	1	2	2	2

20/54 - 13 Slick S410 – S510 RFID (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**9 (-/+ 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
-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

20/54 - 13 Slick S410 - S510 (usage Proto)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**270** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
-3.0 °	0	0	1	2	3
-2.5 °	0	0	2	3	3
From -2.0 to -2.5 °	0	0	2	3	3

20/54 - 13 Rain P310 - P412	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
-4.5 °	0	1	1	1	1	2
-3.5 °	0	1	1	1	2	2
-3 °	0	1	1	2	2	2
From -2.0 to -2.5 °	0	1	2	2	2	2

22/54 - 13

22/54 - 13 Slick S310 - S412/Rain P412 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
-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

22/54 - 13 Rain P310	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**360** DaN
Vitesse max / Max speed	**245** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
-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

23/57 - 13 Slick S310 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**10 J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
-3.0 °	0	1	1	1	2	2
-2.5 °	0	1	1	2	2	2
From -2.0 to -2.5 °	0	1	2	2	2	2

23/57 - 13 Rain P310	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**455** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**10 J 13**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
-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

24/57 - 13

24/57 - 13 Slick S310 - S410 - S412 - S412 RFID - S510 RFID (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**455** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.0** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
-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

24/57 - 13 Slick S310 - S410 - S510 RFID (usage Proto)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**500** DaN
Vitesse max / Max speed	**270** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
-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

24/57- 13 Rain P310 - P412	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**455** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.65 Bar	1.75 Bar	1.85 Bar	1.95 Bar	2.05 Bar
-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

26/64 - 13

26/64 - 13 Slick S312 - S412/Rain P312 - P412 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**11.75 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.45 Bar	1.5 Bar	1.6 Bar	1.75 Bar	1.8 Bar	1.9 Bar
-4.0 °	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

31/66 - 13

31/66 - 13 Rain P312 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**650** DaN
Vitesse max / Max speed	**300** Km/h
Jante nominale / Nominal Rim	**13.7 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.45 Bar	1.5 Bar	1.6 Bar	1.75 Bar	1.8 Bar	1.9 Bar
-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

32/66 - 13

32/66 - 13 Slick S312 - S412 RFID/Rain P412 (usage Monoplace)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**650** DaN
Vitesse max / Max speed	**300** Km/h
Jante nominale / Nominal Rim	**13.7 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.45 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
-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

18/58 - 15

18/58 - 15 Slick S9L / Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**300** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**8 (+/- 0,5) J 15**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
>-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

19/57 - 15 Slick S8A - S8B - S9A - S9B - S8M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**290** DaN
Vitesse max / Max speed	**240** Km/h
Jante nominale / Nominal Rim	**7 (+/- 0,5) J 15**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

19/57 - 15 Rain P2E - P2G - P2H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**290** DaN
Vitesse max / Max speed	**240** Km/h
Jante nominale / Nominal Rim	**7 (+/- 0,5) J 15**
Pression minimum à froid / Mini cold pressure	**1.8** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar	2.5 Bar
-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
From -2.0 to -2.75 °	1	1	1	1	1

33/70 - 15

33/70 - 15 Slick S9C - S9D	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**14 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.25** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.4 Bar	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar
-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

33/70 - 15 Rain P2E - P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**14 (+/- 0,5) J 13**
Pression minimum à froid / Mini cold pressure	**1.7** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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

20/61-16

20/61 - 16 S7D - S8B	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**350** DaN
Vitesse max / Max speed	**240** Km/h
Jante nominale / Nominal Rim	**7 (+1/- 0,5) J 16**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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 - 16 P2E	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**350** DaN
Vitesse max / Max speed	**240** Km/h
Jante nominale / Nominal Rim	**7 (+1/- 0,5) J 16**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

23/61-16

23/61 - 16 Slick S9L / Rain P2L (Touring prototype)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10.5 (+/- 0,5) J 16**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
	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

20/61-17

20/61 - 17 Slick S8L - S8M RFID - S9C - S9D - S9M RFID/Rain P2H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**7.5 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

20/61 - 17 P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**350** DaN
Vitesse max / Max speed	**230** Km/h
Jante nominale / Nominal Rim	**7.5 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

24/61-17

24/61 - 17 Proto Funyo SP05 Slick S8L/ Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**340** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.5 Bar	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
-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	2	2	2	2	2

24/61- 17 Slick S8C - S8L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

24/61 - 17 Slick S8M	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-4.3 °	0	0	0	0	0	0
-4.2 °	0	0	2	2	2	2
-3.5 °	0	0	2	2	2	2
From -2.0° to -3.5 °	0	0	2	2	2	2

24/61 - 17 Rain P2E - P2H RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

24/61 - 17 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-4.5 °	0	0	1	1	1	1
-4.25 °	0	0	1	1	1	1
From -2.0° to -4 °	0	1	1	1	1	1

24/61-17

24/64 - 17 Slick S8D - S8M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.5 °	0	0	0	0	0	0
-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 Rain P2E - P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

21/65-18

21/65 - 18 Slick S8C	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**8 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

21/65 - 18 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**8 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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 -3.5 °	0	1	1	1	1	1

24/64 - 18

24/64 - 18 Slick S7A - S9F - S9M RFID - Porsche CUP N1	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**475** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**9,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**150** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
>-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 -2.0° to -3.75 °	0	1	1	1	1

24/64 - 18 Rain P2G - P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 17**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
>-4.5 °	0	0	0	0	0	0
-4.5 °	0	0	1	1	1	1
-4.25 °	0	0	1	1	1	1
From -2.0° to -4.0 °	0	1	1	1	1	1

24/65- 18

24/65 - 18 Slick S8C	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**500** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**9,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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 - 18 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**500** DaN
Vitesse max / Max speed	**250** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

25/64 - 18

25/64 - 18 Slick Porsche cup N2 (VLN Porsche Cayman)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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 -2.0° to -3.75 °	0	1	1	1	2	2

25/64 - 18 Slick Porsche cup N1 - N2	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**9.5 (+/-0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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

25/64 - 18 Slick S8L - S8M RFID - S9L - S9H - S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10 (+0,5/- 1) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**150** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

25/64 - 18 Slick S8A - S9B	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10 (+0,5/-1) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**150** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

25/64 - 18 Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10 (+0,5/- 1) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**150** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

27/65 - 18

27/65 - 18 Slick S9L /Rain P2L (TCR International)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**11 (+ 0,5/-1) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-4.5 °	0	0	1	1	1
-4.25 °	0	0	1	1	1
-4.0 °	0	1	1	1	1
-3.75 °	0	1	1	1	1

27/65 - 18 Slick S8L - S9L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-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 -2.75 °	0	2	2	2	2

27/65 - 18 Slick S7H - S8H - S9H - S9LL - S9G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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

27/65 - 18 Slick S7H - S8H - S9H - S9LL - S9G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+ 0,5/-1) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-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

27/65 - 18 Slick Porsche Cup N2 - N2#	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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

27/65 - 18 Slick S8M RFID - S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**190** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.5 °	0	0	2	2	2
-4.0 °	0	2	2	2	2
-3.5 °	0	2	2	2	2
From -2.0° to -3.0 °	0	2	2	2	2

27/65 - 18 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**500** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+ 0,5/-1) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-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

27/65 - 18 Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-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

27/68 - 18

27/68 - 18 Porsche Cup Slick N2/Rain P2G (VLN Porsche Cayman)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**550** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (-1/+ 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.1** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-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 -2.0° to -3.5°	0	2	2	2	2	2

27/68 - 18 Slick S8E - S9F - Porsche Cup N1 - N2	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**550** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**200** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-4.25 °	0	1	1	1	1	1
-4.0 °	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

27/68 - 18 Rain P2G – P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**500** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

28/71 - 18

28/71 - 18 Slick S8A - S9C/Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**550** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-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

29/65 - 18

29/65 - 18 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-3.25 °	0	0	0	1	2
-3.0 °	0	0	1	2	2
-2.75 °	0	1	2	2	2
From -2.0 to -2.5 °	0	2	2	2	2

30/65 - 18

30/65 - 18 Slick S7H - S8H - S9H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/- 1,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
-4.0 °	0	0	0	1	1
-3.75 °	0	0	1	1	1
-3.5 °	0	0	1	1	1
From -2.0° to -3.25°	0	1	1	1	1

30/65 - 18 Slick S7H - S8H - S9H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/- 1,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
-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

30/65 - 18 Slick S7M RFID - S8M RFID - S9L - S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/- 1,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	0	0	1	1
-3.5 °	0	0	2	2	2
-3.25 °	0	0	2	2	2
From -2.0° to -3.0 °	0	1	2	2	2

30/65 - 18 Slick S7L - S8L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/- 1,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	0	0	1	1
-3.5 °	0	0	0	1	1
-3.25 °	0	0	1	1	1
From -2.0° to -3.0 °	0	0	1	1	1

30/65 - 18 Slick S8L - S8M RFID - S9L - S9M RFID (LMP3)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/-0.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	0	0	1	1
-3.5 °	0	0	1	2	2
-3.25 °	0	0	2	2	2
From -2.0° to -3.0 °	0	0	2	2	2

30/65 - 18 Slick S8L - S8M RFID - S9L - S9M RFID (LMP3 24H Le Mans)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**450** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/-0.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-2.75 °	0	0	0	0	0
-2.5 °	0	0	2	2	2
-2 °	0	0	2	2	2

30/65 - 18 Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/-1.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	0	0	1	1
-3.5 °	0	0	2	2	2
-3.25 °	0	0	2	2	2
From -2.0° to -3.0°	0	1	2	2	2

30/68 - 18

30/68 - 18 Slick S7H - S8H - S9H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/- 1,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
-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

30/68 - 18 Slick S7L - S8L - S9L - S9L RFID/Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/-1.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	0	2	2	2
-3.5 °	0	3	3	3	3
-3.0 °	0	3	3	3	3
From -2.0° to -2.5 °	0	3	3	3	3

30/68 - 18 Slick Porsche Cup N1 - N2	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/-1.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.5** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-4.25 °	0	0	0	0	1	1
-4.0 °	0	0	0	1	1	1
-3.75 °	0	0	1	1	1	1
From -2.0° to -3.5 °	0	1	1	1	1	1

30/68 - 18 Slick S7M RFID - S8M RFID - S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/-0.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-4.0 °	0	2	2	2	2
-3.5 °	0	3	3	3	3
-3.0 °	0	3	3	3	3
From -2.0° to -2.5 °	0	3	3	3	3

30/68 - 18 Slick S9M RFID / Rain P2L (Lamborghini Huracan LP620-2 Super Trofeo)	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/-0.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-3.5 °	0	0	0	0	0	0
-3.25 °	0	0	0	0	0	0
-3.0 °	0	0	1	1	1	1
From -2.0° to -2.75 °	0	0	1	1	1	1

30/68 - 18 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+0.5/-1.5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar
-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

31/71 - 18

31/71 - 18 Slick S7H - S8H - S8G - S9H - S9LL	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-4.0 °	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	0	1	1	1	1
From -2.0° to -2.75°	0	1	1	1	1	1

31/71 - 18 Slick S7L - S8L - S9L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**610** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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 -2.0° to -2.75 °	0	2	2	2	2

31/71 - 18 Slick S7L - S8L - S9L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**680** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	1	1
-3.25 °	0	0	0	1	1
-3.0 °	0	1	1	3	3
From -2.0° to -2.75 °	0	1	1	3	3

31/71 - 18 Slick S7L - S8L - S9L

Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**730** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.2 Bar
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	0	1
-3.25 °	0	0	0	0	1
-3.0 °	0	0	1	1	3
From -2.0° to -2.75 °	0	0	1	1	3

31/71 - 18 Slick S7M - S8M - S9M RFID

Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**730** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.75 °	0	0	0	0	0
-3.5 °	0	1	1	1	1
-3.25 °	0	1	1	1	1
-3.0 °	0	1	2	2	2
From -2.0° to -2.75 °	0	1	2	2	2

31/71 - 18 Slick S9L - S9M RFID (LMP3)

Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**660** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.5 °	0	2	2	2	2
-3.25 °	0	2	2	2	2
-3.0 °	0	2	2	3	3
From -2.0° to -2.75 °	0	2	2	3	3

31/71 - 18 Slick S9L - S9M RFID (LMP3 24 H Le Mans)

Usage	**Circuit 24H Le Mans**
Charge max / Max Load (statique + dynamique)	**620** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.1 Bar	2.3 Bar
-2.5 °	0	0	0	0	0
-2.25 °	0	2	2	2	2
-2.0 °	0	2	2	3	3
-1.75 °	0	2	2	3	3

31/71 - 18 Slick Porsche Cup N2

Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**280** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-4.25 °	0	0	0	0	1	1
-4.0 °	0	0	0	1	1	1
-3.75 °	0	0	1	1	1	1
From -2.0° to -3.5 °	0	1	1	1	1	1

31/71 - 18 Rain P2G

Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar
Relais / Stints	**250** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-3.0 °	0	0	0	0	1	2
-2.75 °	0	0	0	1	2	2
-2.5 °	0	0	1	2	2	2
From -2.0° to -2.25 °	0	1	2	2	2	2

31/71 - 18 Rain P2L	
Usage	**Circuit 24H Le Mans**
Charge max / Max Load (statique + dynamique)	**610** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.75 °	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° to -2,75°	0	2	2	2	2

31/71 - 18 Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**680** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	1	1
-3.25 °	0	0	0	1	1
-3.0 °	0	1	1	3	3
From -2.0° to -2.75 °	0	1	1	3	3

31/71 - 18 Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**730** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
-3.75 °	0	0	0	0	0
-3.5 °	0	0	0	0	1
-3.25 °	0	0	0	0	1
-3.0 °	0	0	1	1	3
From -2.0° to -2.75 °	0	0	1	1	3

33/65 - 18

FRONT 33/65-18 TL PILOT SPORT LEGENDS S819 COMPETITION MI FRONT 33/65-18 TL PILOT SPORT LEGENDS S219 COMPETITION MI	
Usage	**Tous circuits sans banking**
Charge max / Max Load (statique + dynamique)	**600** DaN
Vitesse max / Max speed	**330** Km/h = **205** mi/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar = **20** psi

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26 psi	1.9 Bar = 27 psi	2.0 Bar = 29 psi	2.1 Bar = 30 psi	2.2 Bar = 32 psi
>3.0 °	0	0	0	0	0
Maxi -3.0 °	0	100 Kms = 62 mi	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.5 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.0 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi

33/65 - 18 Pilot sport legends Slick S818 - S819/Rain P218 - P219	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**13,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar / **20** psi
Relais / Stints	**100** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.75 °	0	0	0	1	1
-3.5 °	0	0	0	1	2
-3.25 °	0	0	0	2	2
-3.0°	0	0	0	2	2

33/68 - 18

33/68 - 18 Slick S8M - S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**730** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12 (+1 /- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**190** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar = 26.1 psi	1.9 Bar = 27.6 psi	2.0 Bar = 29.0 psi	2.1 Bar = 30.5 psi	2.2 Bar = 31.9 psi
-3.5 °	0	0	0	0	0
-3.2 °	0	2	2	2	2
-3.0 °	0	2	2	2	2
From -2.0° to -3.0°	0	2	2	2	2

FRONT 33/68-18 TL PILOT SPORT LEGENDS S819 COMPETITION MI FRONT 33/68-18 TL PILOT SPORT LEGENDS P219 COMPETITION MI	
Usage	**Tous circuits sans banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**330** Km/h = **205** mi/h
Jante nominale / Nominal Rim	**13,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar = **20** psi

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26 psi	1.9 Bar = 27 psi	2.0 Bar = 29 psi	2.1 Bar = 30 psi	2.2 Bar = 32 psi
>3.0 °	0	0	0	0	0
Maxi -3.0 °	0	100 Kms = 62 mi	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.5 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.0 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi

33/68 - 18 Slick S818/Rain P218	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**13.5 (+ /- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.7** Bar
Relais / Stints	**100** Km

Nb de relais / Nb stints	Pression minimun à chaud / Mini hot pressure				
Carrossage / Camber	1.8 Bar = 26.1 psi	1.9 Bar = 27.6 psi	2.0 Bar = 29.0 psi	2.1 Bar = 30.5 psi	2.2 Bar = 31.9 psi
-3.0 °	0	0	0	1	1
-2.5 °	0	0	0	1	2
-2.0 °	0	0	0	2	2
Mini -1.0°	0	0	0	2	2

36/71 - 18

FRONT 36/71-18 TL PILOT SPORT LEGENDS S819 COMPETITION MI FRONT 36/71-18 TL PILOT SPORT LEGENDS P219 COMPETITION MI	
Usage	**Tous circuits sans banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**330** Km/h = **205** mi/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,25) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar = **20** psi

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26 psi	1.9 Bar = 27 psi	2.0 Bar = 29 psi	2.1 Bar = 30 psi	2.2 Bar = 32 psi
>3.0 °	0	0	0	0	0
Maxi -3.0 °	0	100 Kms = 62 mi	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.5 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -2.0 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi

36/71 - 18 Slick S818/Rain P218	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.7** Bar
Relais / Stints	**100** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26.1 psi	1.9 Bar = 27.6 psi	2.0 Bar = 29 psi	2.1 Bar = 30.5 psi	2.2 Bar = 31.9 psi
-3.0 °	0	0	0	1	1
-2.5 °	0	0	0	1	2
-2.0 °	0	0	0	2	2
Mini -1.0 °	0	0	0	2	2

36/71 - 18 Rain Rear P218	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**1000** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.7** Bar
Relais / Stints	**100** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26.1 psi	1.9 Bar = 27.6 psi	2.0 Bar = 29 psi	2.1 Bar = 30.5 psi	2.2 Bar = 31.9 psi
-2.0 °	0	0	0	1	1
-1.5 °	0	0	0	1	2
Mini -1.0 °	0	0	0	2	2

37/71 - 18

FRONT 37/71-18 TL PILOT SPORT LEGENDS S819 COMPETITION MI FRONT 36/71-18 TL PILOT SPORT LEGENDS P219 COMPETITION MI	
Usage	**Tous circuits sans banking**
Charge max / Max Load (statique + dynamique)	**1000** DaN
Vitesse max / Max speed	**330** Km/h = **205** mi/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,25) J 18**
Pression minimum à froid / Mini cold pressure	**1.4** Bar = **20** psi

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26 psi	1.9 Bar = 27 psi	2.0 Bar = 29 psi	2.1 Bar = 30 psi	2.2 Bar = 32 psi
>2.0 °	0	0	0	0	0
Maxi -2.0 °	0	100 Kms = 62 mi	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -1.5 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi
Maxi -1.0 °	0	100 Kms = 62 mi	200 Kms = 124 mi	200 Kms = 124 mi	200 Kms = 124 mi

37/71 - 18 Slick S818	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**1000** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.7** Bar
Relais / Stints	**100** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar = 26.1 psi	1.9 Bar = 27.6 psi	2.0 Bar = 29 psi	2.1 Bar = 30.5 psi	2.2 Bar = 31.9 psi
-2.0 °	0	0	0	1	1
-1.5 °	0	0	0	1	2
-1.0 °	0	0	0	2	2

37/71 - 18 Slick S819/Rain P219	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**1000** DaN
Vitesse max / Max speed	**330** Km/h
Jante nominale / Nominal Rim	**14,5 (+/- 0,5) J 18**
Pression minimum à froid / Mini cold pressure	**1.6** Bar
Relais / Stints	**100** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
>-2.0 °	0	0	0	0	0
-2.0 °	0	1	1	2	2
-1.5 °	0	1	2	2	2
-1.0 °	0	1	2	2	2

24/65 - 19

24/65 - 19 Slick S8A - S8L - S8M - S9M	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**300** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**9 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
>-3.5 °	0	0	0	0	0
-3.5 °	0	3	3	3	3
-3.25 °	0	3	3	3	3
-3.0 °	0	3	3	3	3
From -2.0 ° to -2.75 °	0	3	3	3	3

24/65 - 19 Slick S7A - S8A - S8L - S8M - S9M	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**410** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**200** Km

Nb de Kms	Pression / Pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
>-3.5 °	0	0	0	0	0	0
-3.5 °	0	0	2	2	2	2
-3.25 °	0	0	2	2	2	2
-3.0	0	0	2	2	2	2
From -2.0 ° to -2.75 °	0	1	2	2	2	2

24/65 - 19 Rain P2E - P2G - P2H - P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**410** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**200** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar
>-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

27/67 - 19

27/67 - 19 Rain P2E	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**540** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**10.5**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**200** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
-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

28/69 - 19

28/69 - 19 Slick S9A	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

28/69 - 19 Rain P2G - P2H	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**400** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**180** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

29/67 - 19

29/67 - 19 Slick S8A - S9A	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**540** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**11.5 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**200** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-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

31/71-19

31/71 - 19 S8H - S9A	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**590** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**12.5 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**200** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-3.5 °	0	0	2	2	2
-3.25 °	0	1	2	2	2
-3.0 °	0	1	2	2	2
From -2.0 to -2.75 °	0	1	2	2	2

31/71 - 19 Slick S7L - S8L - S9L - S9L RFID / Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**630** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**270** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-3.0	0	0	2	2	2
From -2.0 ° to -2.75 °	0	0	2	2	2

31/71 - 19 Slick S7L - S8L - S9L - S9L RFID / Rain P2L	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**680** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**270** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar	2.2 Bar
-3.5 °	0	0	0	1	1
-3.25 °	0	0	1	1	1
-3.0 °	0	0	1	2	2
From -2.0 ° to -2.75 °	0	0	1	2	2

31/71 - 19 Slick S9M RFID	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**680** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13 (+/- 0,5) J 19**
Pression minimum à froid / Mini cold pressure	**1.2** Bar
Relais / Stints	**180** Km

Nb de Kms	Pression / Pressure				
Carrossage / Camber	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
-3.5 °	0	0	1	1	1
-3.25 °	0	0	1	1	1
-3.0	0	2	2	3	3
From -2.0 ° to -2.75 °	0	2	2	3	3

31/71 - 19 Rain P2G	
Usage	**Circuit sans banking / Track without banking**
Charge max / Max Load (statique + dynamique)	**700** DaN
Vitesse max / Max speed	**320** Km/h
Jante nominale / Nominal Rim	**13**
Pression minimum à froid / Mini cold pressure	**1.3** Bar
Relais / Stints	**250** Km

Nb de Kms	Pression / Pressure					
Carrossage / Camber	1.6 Bar	1.7 Bar	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar
-3.0 °	0	0	0	0	1	1
-2.75 °	0	0	0	1	1	1
-2.5	0	0	1	1	1	1
From -2.0 ° to -2.25 °	0	1	1	1	1	1


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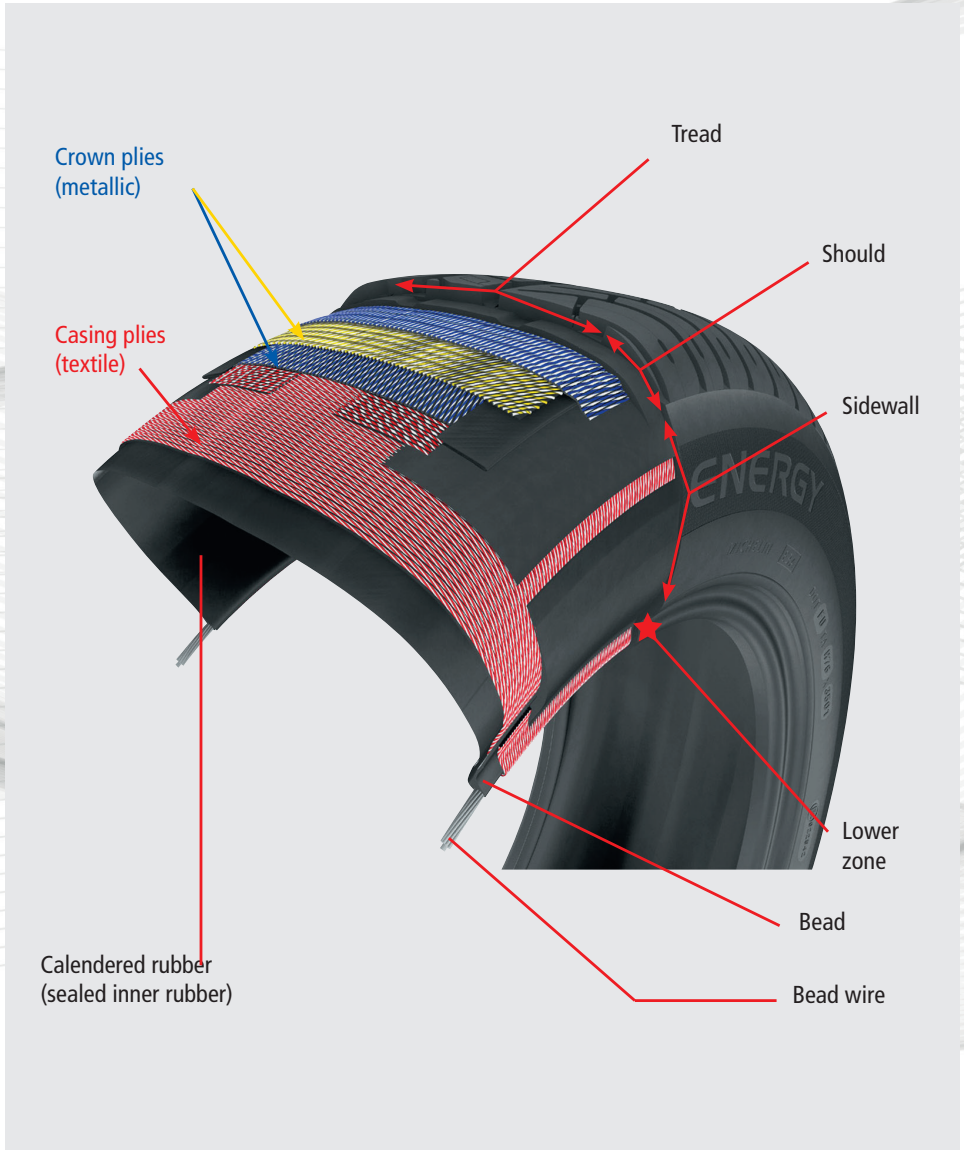
DAMAGE

RECOGNISING AND ACTING

DAMAGE ON THE 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.



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 underinflated 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

BREAKAGE OR DISLOCATION OF THE CASING PLIES FOLLOWING FLAT RUNNING

Description
Tire damage following flat running due to loss of pressure and which result in:

- Casing deformation on the level of the flanks, with possible cable breakage.
- Radial breakage of the interior compound and/ or the flank compound in one or several points.
- Separation between the casing ply and the top block likely to end in detreading.

Origins
All damage causing a loss of pressure.

CRACKING SIDEWALL

Description
Sidewall cracks in the rubber.

Origins
Overheating due to extensive casing work (under-inflated running).
Exposure to ozone, extended exposure to light.
Wax, varnish, detergents, etc.

Checks/advice

- Check the conditions of use: Roads, paths, access. Type of driving, speed load, pressure.
- Check the storage or maintenance conditions of the tyres (in store or in yard)
- Choose a tyre suited to the use and adapt pressure to the use

CROWN DEFORMATION

= EXTENDED DECOHESION OF CROWN PLY CABLES WITHOUT OXIDIZATION

Description
This damage may concern the crown ply No.1 only, crown ply No.2 only or both crown plies No.1 and No.2. This damage can be seen by: deformation (domed crown) or twist in the tread area, which can be located over the width of the tread, or circular on one sidewall.

Two aspects possible:
- The ply cables concerned can exhibit a shiny aspect following the partial disappearance of calendaring (yellow or white cables), but still integral.
- The cables can be completely separated from the calendaring.

On a band pulled extending from the damage, lack of rust in the cable slot is observed.

Origins
Product ageing.

SEPARATION BETWEEN CROWN PLIES

Description
Usually, the separation starts at the ends of the crown plies and grow into a pocket or be generalised.

Aspect :
Compound between plies reduced to powder.
Sometimes sticky aspect of compounds.
Sometimes cables shiny due to friction.

Origins
Overload, under-inflating.
Excessive sliding.
Extended running at high speed.
Wheel locked while passing over an obstacle.
Hammering

Evolutions
Carcass ply breakage.
Rapid deflation.
Flat running.

WHAT TO DO IN CASE OF DAMAGE

Any user client finding an anomaly will report it to a dealer or the technician on site.

To issue a claim, the dealer logs onto the following site:
motorsportclaim.michelingroup.com

- **Log on** (ID + password)
- **Press the 'add a new claim' button**
- **Fill in all the fields in each page.**
  CAUTION: the client's email and the photos are mandatory.
  Quality of the photos must be appropriate.
- **Read the information thoroughly before submitting the claim.**
  You can return at any time to add missing elements.
- **The claim will be taken into consideration and will switch to the analysis status**
- **The client (dealer in copy) will receive an answer by email**

If Michelin requires the tyre to be inspected, a request will be made to the dealer via the tool (tire to be returned to the address indicated).

The dealer will then reply once the tyre is sent 'tire sent'.

Each dealer can follow the progress of its claims via the tool.

Accurate information ensures a high quality and prompt answer.

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 firment 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 equiomont 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 allows 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 température	Minimum transport température
Slick (Track)	10°C	15°C
Pluie (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.

NOTES

BIMP AIR

RIDE DON'T STOP

PATENTED

88G CO2 REFILLABLE CARTRIDGE

THE HIGHEST CO2 CAPACITY ON THE MARKET!

PRODUCT RECOMMENDED BY MICHELIN MOTORSPORT

- 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

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