



ASIAN LE MANS SERIES COMMITTEE



TO: Teams

CATEGORY: LMP2 LMP3 GT3

DECISION N°: Asian_20242025_D04_GT3_Technical_information

DATE: 13/11/2024

FROM: The Asian Le Mans Series Committee

SUBJECT: Technical information for GT3 category

APPLICABLE REGULATION

2024-2025 Asian Le Mans Series Sporting Regulations

DECISION

CAR HOMOLOGATION - Clarification

In article 6.1, "Homologated FIA GT3 cars" means cars and evolutions that were homologated on 2024 December 1st.

If a competitor wishes to enter reliability evolution that was homologated after this date, it must submit a request to the Asian Le Mans Series Committee.

GPS ANTENNA

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.



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FUEL EQUIVALENCE

Each team must test and find the restrictor diameter (with a maximum of 38.1 mm) for the combination car/pit system to achieve, for a complete refuelling volume** minimum 40 seconds.

***complete refuelling volume: fuel tank volume as run by the competitor in race conditions, that should also fulfil the maximum onboard fuel volume.*

This should be achieved with the mandatory 2024-2025 Asian Le Mans Series fuel specification at ambient conditions at each Competition.

If the refueling time is found faster than the time above, it will be reported to the Stewards (penalties to be clearly set before the start of the season).

For the purpose of the test of refueling time, the conditions will be:

- The car's fuel tank will be emptied with fuel bowser, leaving the rest of the fuel system charged.
- The fuel filling will be done with the autonomous tank completely full and the refuelling system as used by the competitor in race conditions.
- The car will be resting on its tyres on the ground.
- The fuel tank will be considered full as soon as fuel comes out of the vent line.

Competitors are responsible of requesting the autonomous tank dead-man valve stop (if adjustable) to be sealed by ACO technical delegates no later than four hours before the start of the race.

On the complete opening range of the handle (from close stop to open stop), the valve inner opening may only reach its maximum diameter at the open stop. Control will be made with a calibrated ball that can never pass through the valve except if the full diameter is reached at open stop.

ENGINE RESTRICTOR SIZES

To accommodate the BOP process requirements each team/matrix manufacturer shall ensure that the following size engine restrictors for their cars are available at all events:

	Restrictor diameter list (mm)					
Lamborghini	49	50	51	52		
Mercedes	33	34	34.5	35	36	
Porsche	36	37.5	38	39.5	40	41.5

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application
- from:

And is applicable:

- until further notice
- for the mentioned event(s) only