



ASIAN LE MANS SERIES COMMITTEE



TO: Teams

CATEGORY: LMP2 LMP3 GT3

DECISION N°: Asian_20242025_D09_All_Sporting_clarifications

DATE: 29/01/2025

FROM: The Asian Le Mans Series Committee

SUBJECT: Sporting clarifications for the 2024 – 2025 season

APPLICABLE REGULATION

2024-2025 Asian Le Mans Series Sporting Regulations

DECISION

*This document cancels and replaces the following Committee decision: #D06.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.*

ARTICLE 3.2.3 – SPECIFIC CONDITIONS FOR LMP2 CATEGORY – Correction

3.2.3 Specific conditions of entry in the LMP2 category

Parts produced by manufacturers having cars homologated must imperatively be offered for sale, and be able to be delivered, to all the competitors teams entered in the Serie using this same model of car.
The Asian Committee may demand a technical description of the parts concerned. Any breach of this rule may result in the imposition of a sanction by the **FIA-Asian Le Mans Series Committee**.

ARTICLE 4.3.1 – RADIO COMMUNICATION – Clarification

4.3.1 Competitor radio communications

For each entered car, the Competitor must provide the person designated by ALMEM with the radio frequency used for the communication between the car's engineer and its driver(s) in the car.
Each Competitor authorises the TV production company appointed by ALMEM to use selected recordings of radio conversation between the team and drivers. Such material may be used without limitation for the television coverage of the Competition.
The ACO and FIA officials are allowed to listen to, record and transcript, **car and pit crew channels** the conversations at any time and for any purpose **by any electronic means available, on all the frequencies that have been given a licence for the Competition.**

In case of infringement: penalty at the Stewards' discretion.

ARTICLE 4.3.3 – USE OF DISCORD – Clarification

4.3.3 Electronic means of communication

The officials and the Promoter may use electronic means of communication.

The principal electronic mean of communication will be Discord. A user policy is set out below and must be abided by. Clerical mistakes from officials cannot be opposed to them in any way or form.

The Competitors must be connected to these means of communication at all times and signal any malfunction.

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When they receive a communication, Competitors must immediately acknowledge receipt.

Discord will be used in accordance with the following guidelines (which are not limitative):

- A maximum of two connections are allowed per car number: one dedicated for technical purposes and one for the declared Team Manager
- Competitors' ID's must be labelled as follows: 'aa_bbbb_cccc', with aa= the car number, bbbb= the team name and cccc= TECH or TM
- Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to interrupt the conversation at discretion.
- No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion.
- Competitors can only report an incident once, using template published by Race Control at the beginning of the Competition.
- Any failure to comply with the above, or any other behavior deemed inappropriate will result in removal from the Discord Server.

ARTICLE 6.2.1 – BALANCE OF PERFORMANCE – Clarification

6.2.1 General principle

The Asian Le Mans Series Committee is the only body competent to design and make changes to equivalence systems. As such, the Committee will have the final decision as to how these systems should be implemented. It will make the various adjustments through specific decisions.

Cars in the GT category are subject to an equivalence system called "Balance of Performance" (BoP). The BoP aims to allow cars of different engineering designs to compete within the same category.

The Balance of Performance is established and adjusted using data and information supplied by the Competitors, Manufacturers to ACO, to the Committee; the declaration of these data and information constitutes a commitment and is binding.

The Committee is entitled to ask (including through technical components or sensors) competitors and manufacturers for any data or information that it would deem useful for devising equivalence systems. These information or data may be shared with third parties for performance analysis purposes. The data and information provided must be accurate.

Manufacturers, Competitors, Drivers and any persons or entities associated with their entries must not seek to influence the establishment of the BoP or comment on the process and/or the results, in particular through public statements, the media and social networks.

Any infringement to the above principles will be penalised by the Stewards, at any time during any Competition, post-race included.

ARTICLE 6.2.3 – LMP3 – Correction

6.2.3 For cars in the LMP3 category

The ACO does not wish to encourage LMP3 manufacturers to pursue performance developments. The main goals for LMP3 cars must be reliability, safety and low maintenance costs.

In application of Article 19 of the 2020 Technical Regulations for LMP3 Prototypes, the Asian Le Mans Series Committee may impose any performance adjustments.



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ARTICLE 6.3.1 – CHANGE OF TRANSPONDER – Clarification

6.3.1 Data recorder

All cars (except LMP3 cars) must be equipped with the data recorder homologated by the ACO and the FIA. It must be installed and successfully tested before the car reports for scrutineering. For each car, the supplier of the data recorder must provide a document certifying that the system, installed in accordance with the diagram in the homologation form, has been successfully tested in the car. Each Competitor must make sure:

- That his system works correctly throughout the Competition: for that, he will have the same information as the organiser and at the same time.
- That a computer specially dedicated to transferring the data to the Organiser is permanently connected to the network provided by ALMEM throughout the Competition. The connection to the network will be the Competitor's responsibility.
- To recover the data and transfer them immediately from his pit to the Organiser via the Internet network:
 - During practice, at the start of each session during the first pit stop, then during the session at least once an hour and at the end of each session;
 - During the race, on each refuelling stop, except in the final hour or during an emergency pit stop.

For each mandatory download indicated above, the data must be transmitted to the Technical Delegate at the latest 10 minutes after the car entered the pit lane.

- At all times when a car is moving in the fast lane or on the track, it must carry a multifrequency transponder of the "Le Mans" type (allowing the identification of the drivers) supplied by the official timekeepers and in perfect working order. Each Competitor is responsible himself for obtaining this transponder, at his own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions. **Any transponder change must be declared to the Timekeeping at least 15 minutes before the start of a session.**

It is the competitor's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the timing monitors is not that of the driver who is inside the car, the team manager must inform Timekeeping and Race Control immediately.

ARTICLE 6.5.4 – TYRE ALLOCATION – Clarification

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- To go from the pit lane to the starting grid before the start of the race, the tyres used can be either dry-weather tyres or wet-weather tyres and will not be counted in the allocation.
- For the race, from the start of the race.
- At the start of a Competition, any dry weather tyres used must be new.

For the 1-Race event: **tyres will be counted for each session and must not exceed the following quantities:**

	FP	Q + Race
LMP2	8	12
LMP3	8	14
GT	8	22

For the 2-Race event, **tyres will be counted for each session and must not exceed the following quantities:**

	FP	Q	Race 1	Race 2
LMP2	8	4	12	12
LMP3	8	4	10	10
GT	8	4	18	18

Any decision taken by the Asian Le Mans Series Committee is not subject to appeal.



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Wet-weather tyres

The number of wet-weather tires usable during a Competition is not limited.

Wet-weather tyres can only be used once the track has been declared wet by the Clerk of the Course / Race Director.

Tyres for wet weather may have been already used and must be of the specification declared by the tyre manufacturer.

ARTICLE 6.5.6 – TYRE STORAGE – New article

6.5.6 Tyre storage

All Competitors must identify two tyre storage areas in each cars' garage and its surrounding.

Competitors will submit schematic solutions for approval to the Technical Delegate two weeks before the start of the competition including cumulatively:

- An area inside the garage (front part) where maximum 3 sets per car are allowed to stay into the garage and must remain all visible from the pit lane ;
- A second area for storing and preparing all the other tyres sets (immediately out of the rear of the garage) including wheel washing area.

Once in possession of the tyres, it is the responsibility of the Competitor to ensure that there are stored in the approved location. Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Tyres and wheels must remain entirely and easily visible, without any form of obstruction and in locations approved by the Technical Delegate, throughout the competition at all times, except the following cases:

- When tyres are being fitted on a car;
- When mounting and dismounting the tyre to the rim at the Tyre Suppliers garages;
- During transport between storage locations;
- During a pitstop when tyres are near the working area;
- When tyres are in racks being taken to/returning from or sitting on the grid;
- When tyres taken to tyre manufacturers structure for damage/puncture examination.

At its absolute discretion, the Technical Delegate may at any time enforce Parc Fermé conditions on tyres located outside the approved storage areas, as well as to tyres making unnecessary or unreasonable stops, transits between the storage areas or between these and the Tyre suppliers' structure.

Where this is deemed necessary, details may be specified in a Stewards' bulletin.

ARTICLE 6.5.7 – PENALTIES – Clarification

6.5.7 Applicable penalties

Minimum penalty for breaching the tire rule:

- Declaration infringement (list not declared, list declared late): 1000 € per infringement.
- Eligibility infringement (tire used but not declared): € 1000 per tire.
- Infringement of the tire allowance: Stop and Go of 2 minutes per tire.
- Infringement to tire heating or storage: Stop and Go of 3 minutes

Any other violation at the discretion of the Stewards.



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ARTICLE 7.2.6 – RIGHT OF REVIEW – Clarification

7.2.6 Right to protest, appeal and right of review

Right to protest

Protests must be made in conformity with the Code and accompanied by a deposit defined by the local ASN, paid in cash.

Right of appeal

The competent sporting tribunal for an appeal is the one from the ASN, save the right to appeal the decision directly before the International Court of appeal in accordance with the FIA juridical and Disciplinary Rules

The appeal fees are defined by the ASN and will be specified in the appendix 1 of each Competition.

Any decision taken by the Asian Le Mans Series Committee is not subject to appeal as well as the penalties listed under Articles 7.4.

Right of review

This is as provided for in the Code.

The revision fees are defined by the ASN and will be specified in the appendix 1 of each Competition.

ARTICLE 7.3.5 – RACE DIRECTOR ATTRIBUTION – Clarification

7.3.5 Relations between the Clerk of the Course and the Race Director

The Clerk of the Course shall work in permanent liaison with the Race Director. Subject to the powers conferred upon the Stewards by the Code, the Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- The stopping of any car in accordance with the Code or Sporting Regulations,
- The stopping of practice,
- The starting procedure,
- The use of the Safety Car,
- **The use of the Virtual Safety Car,**
- The use of the Full Course Yellow,
- The suspending and resuming of the race,
- The definitive stopping of the race.

ARTICLE 7.4.2 – DRIVE THROUGH – Clarification

7.4.2 Drive through

Once the Drive-Through penalty has been notified on the timing monitors, the car cannot cross the Line more than four times on track, except if provided for under these Regulations.

The driver must enter the pit lane and re-join the track without stopping.

Drive-Through penalties are not subject to appeal.

ARTICLE 8.2.3 – WIND TUNNEL TESTING – New article

8.2.4 Ban on wind tunnel testing

For LMP2 and LMP3 competitors, it is forbidden to perform any wind tunnel testing.



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ARTICLE 9.1.14 – ACCESS TO THE PIT LANE – Clarification

9.1.14 General discipline during practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are the identical to those applicable during the race.

Access to the working lane and the fast lane will be given by the Race Director via the official communication channels. From that moment on, the requirements of Article 12 will apply.

ARTICLE 10.2.4 – LIFTING THE CAR AFTER QUALIFYING – Clarification

10.2.4 End of session and parc fermé

Cars will be placed under Parc Fermé. The cars must go inside their garage, or in the place indicated by the officials, except those which must proceed to scrutineering.

Only for the cars which are in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the driver may exit the car. No other checks may be completed.

It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area, unless instructed otherwise by officials. Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.

ARTICLE 11.1.6 – CARS PARKED ON THE GRID – Clarification

11.1.6 Access to the grid

Access to the grid closes 15 minutes before the scheduled time for the start of the formation lap*.

Any car that is not in its place on the grid 5 minutes after the pit lane closes, as defined in the official program and detailed starting timetable, may no longer go there and must take the start from the pits.

After the "5 minutes" signal is shown, any unoccupied places on the grid shall remain vacant.

* specified in official programme and the detailed starting timetable of each Competition.

ARTICLE 12.2.2 – PIT STOP PROCEDURE – Clarification

12.2.2 a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and of the general safety during the length of the pit stop.

This person must be in the working area before the car stops.

This person must remain in the pit lane throughout the stop and supervise but may perform no other function.

Positioning of the car

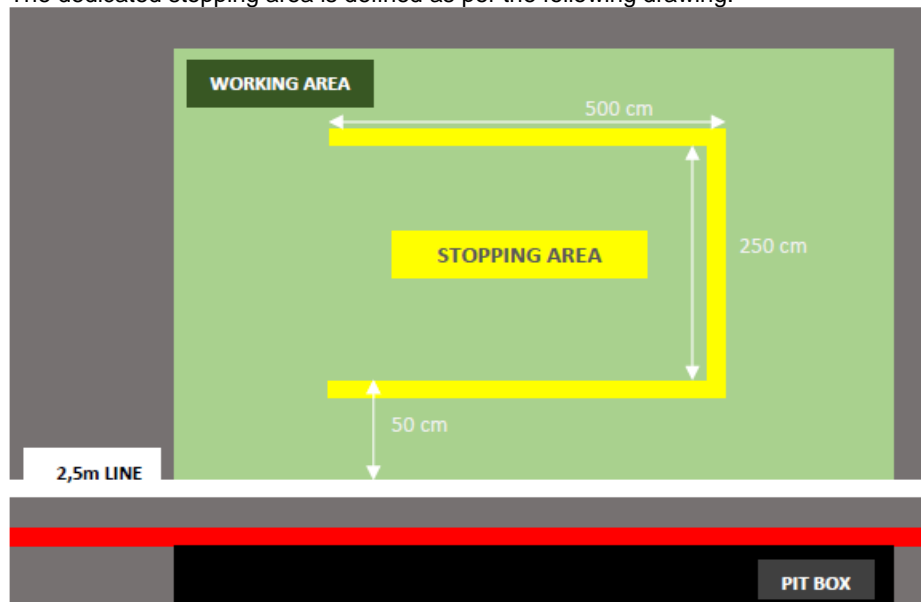
For operating a pit stop, the car must stop in its dedicated stopping area. Competitors must use a single and dedicated stopping area for each car in the pitlane: allocating one stopping area to several cars is forbidden.



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The dedicated stopping area is defined as per the following drawing:



When the car is stopped, in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

ARTICLE 12.4.2 – PIT STOP REFERENCE TIME – Correction

12.4.2 Definition of the pit stop reference time – for the LMP3 category only

At each race, for each category, a Reference Pit Stop Time will be established and will be published in the briefing notes of the Competition.

The pit stop reference time will be established as follows:

(distance from pit entry loop to pit exit loop at 60 kph) + (fixed refuelling time) + (fixed tyre changed time)

ARTICLE 13.1.1 – DRIVERS CATEGORISATION – Clarification

13.1.1 General provisions

Unless specified in these Sporting Regulations, the Serie is organised in compliance with the drivers' categorisation regulations published on the FIA website.

<https://www.fia.com/fia-driver-categorisation>

For avoidance of doubt, the categorisation that will be used for the Asian Le Mans Series season will be the categorisation published on October 1st 2024.

For the drivers not categorised in 2024, the categorisation that will be considered will be the latest one published prior to the administrative checks of the first Competition he/she is entering and will be applied until the end of the season.

APPENDIX 3 – ADR - Clarification

3. Accident Data Recorder (ADR)

LMP2 & GT

The Cosworth tri-ax accelerometer connected to the Marelli data logger is mandatory.

GT

An ADR in accordance with FIA technical list No.88 is mandatory.

Any decision taken by the Asian Le Mans Series Committee is not subject to appeal.



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LMP3

In order to ensure fair and safe races, it will be mandatory to fit:

- An accident data recorder as supplied by the ACO
- A GPS antenna connected to this logger.
- the EMMotorsport μ ADR (Accident Data Recorder)
- a GPS antenna connected to this logger

The ADR will be released from the ACO.

APPENDIX 8 – FUEL RELATED PROCEDURE – Clarification

7.2. Use of an autonomous supply tank

During practice and the race, refuelling must be carried out using an the pit's autonomous supply tank bearing the number of the car and with the fuel delivered by the Organiser. It is prohibited to move the refuelling rig in order to facilitate refuelling operations during a car's pit stop.

The refuelling rig must only serve the car identified on the equipment and may not be used for other cars.

Penalty: at the Stewards' discretion.

The autonomous tank must remain at atmospheric pressure and at the ambient temperature.

All the tanks for the fuel stored in the pits must be capable of holding a pressure of 3 atmospheres. During the race, any refuelling in the pits must be carried out using one an autonomous tank per pit in conformity with the Technical Regulations in force.

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