ASIAN LE MANS SERIES COMMITTEE

TO: ☒ Teams ☒ Manufacturers

CATEGORY: ☒ LMP2 ☐ LMP3 ☐ GT3

DECISION N°: Asian_20252026_D01_LMP2_Technical_information-amended_V2

DATE: 09/12/2025 **FROM:** The Asian Le Mans Series Committee

SUBJECT: Technical information for LMP2 category

APPLICABLE REGULATION

☒ *2025-2026 Asian Le Mans Series Sporting Regulations*
☒ *2025 Technical Regulations for LMP2 Prototype homologated in 2017*

DECISION

REFUELLING EQUIVALENCE

Each Competitor must test and find the restrictor diameter (with a maximum of Ø38.1 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 2025 ELMS 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 refuelling 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. The filling step will be repeated twice.

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.

COOLING OF THE CAR

Brake cooling:

To adjust the front and rear brake cooling, it is allowed to blank partially or totally the brake cooling duct(s) inlet(s) only with adhesive tape.

Other cooling:

To adjust cooling, it will be allowed to blank partially or totally before and/or after the radiator(s) with adhesive tape and/or flat rigid plates.

This blanking should be done directly in near proximity with the radiator(s) or on the wire netting if it is located at least 10mm behind the bodywork opening.

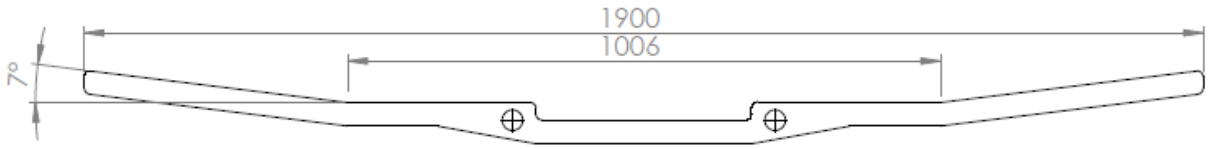
It will not be allowed to modify the bodywork.

REFERENCE SURFACE TOLERANCE

Regarding tolerances applicable to the reference surface and their use during Scrutineering, the following will be applied:

- Longitudinally: a maximum of 3mm gap between a straight bar lying longitudinally on the reference surface and the reference surface.

- Laterally: a maximum of 3mm gap between the following template lying laterally on the reference surface / lateral parts and the reference surface.



The tolerances for the lateral parts are already stipulated on drawing #1

RAIN LIGHTS

Two brightness modes must be implemented for the rain light:

- Level High - full brightness mode
- Level Low - reduced brightness

These two modes can be automatically linked to the high beam command, but the driver must be able to select if requested to (eg: heavy fog additioned to rain).

To implement the two modes, the technical requirements are:

Level High – full brightness

- Keep the 50% duty cycle (125ms ON – 125ms OFF).

Level Low – reduced brightness

- Option 1 (preferred) is to use the inhibit input on the rain light.

Apply a PWM at 300Hz frequency on the inhibit input and use a duty cycle of 70% for high mode and 30% for low mode.

- Option 2 (alternative) is to modulate the duty cycle of the 4Hz flashing.

Apply a duty cycle of 20% (50ms ON – 200ms OFF). This modification replaces the fix duty cycle of 50% in art 10.3.2.c of the Technical Regulations.

No sticker should be applied on the side of the light for an optimal heat transfer.

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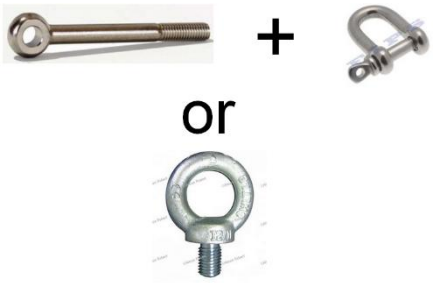
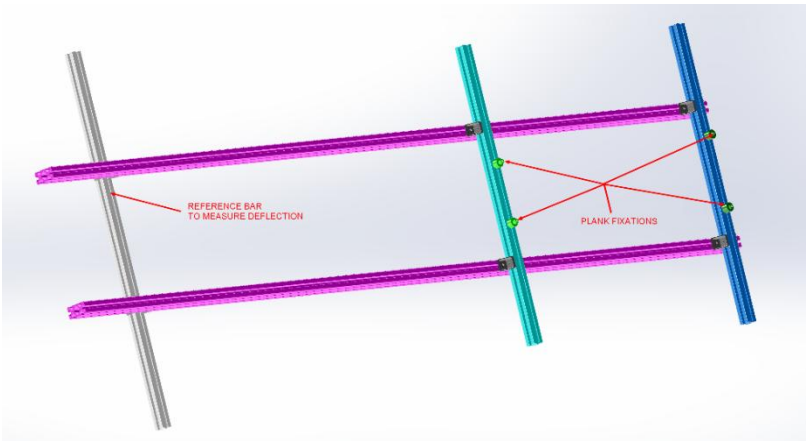
BODYWORK DEFLECTION TEST

For scrutineering reasons, they must always have at the track the tools required to achieve all the deflection tests. These tools should all have been previously tested-fitted to be perfectly operational:

DEFLECTION TEST	CONDITIONS	Article	TOOLS REQUIRED
Splitter	8000N // 15mm	3.5.4. b	8 x M5 eye + ref.frame (see #a)
Splitter flap trailing edge	100N // 5mm	-	Adapter (15mm)
Front skid block	2500N // 5mm	3.5.6. d	-
Rear skid block	5000N // 5mm	3.5.6. e	-
Bodywork gurney	100N // 5mm	3.6.2. c	Adapter (15mm)
Rear mainplane	200N // 3mm	3.6.3. a 6	Adapter (50mm)
Rear wing + trans.plates	2400N + 2x1000N // 15mm	3.6.3. c3	6 x Adaptor(200mm) + trans.plate adaptor + ref.frame
Rear flap	200N // 5mm(x) 10mm (z)	3.6.3. e	Adapter (15mm)
Rear flap gurney	200N // 4mm	3.6.3. f	Adapter (30mm)

Tools for splitter deflection test:





LMP2 FCY MONITORING

It is mandatory to use the following parameters in the LMP2 ECU Dataset:

Vehicle Speed Limit Speed Threshold (SZ/FCY Speed)	78.0 kph

Clarification of Art.10.3.2 of 2025 Technical Regulations for LMP2 Prototype Homologated in 2017:

The strategy for the speed limitation described therein must be activated during Slow Zones and Full Course Yellow using the steering wheel FCY button. In addition to the beforementioned conditions, this also applies when the track is under a Red Flag declared by Race Control unless a driver is explicitly notified otherwise.

No other strategy may be applied to achieve the speed limitation.

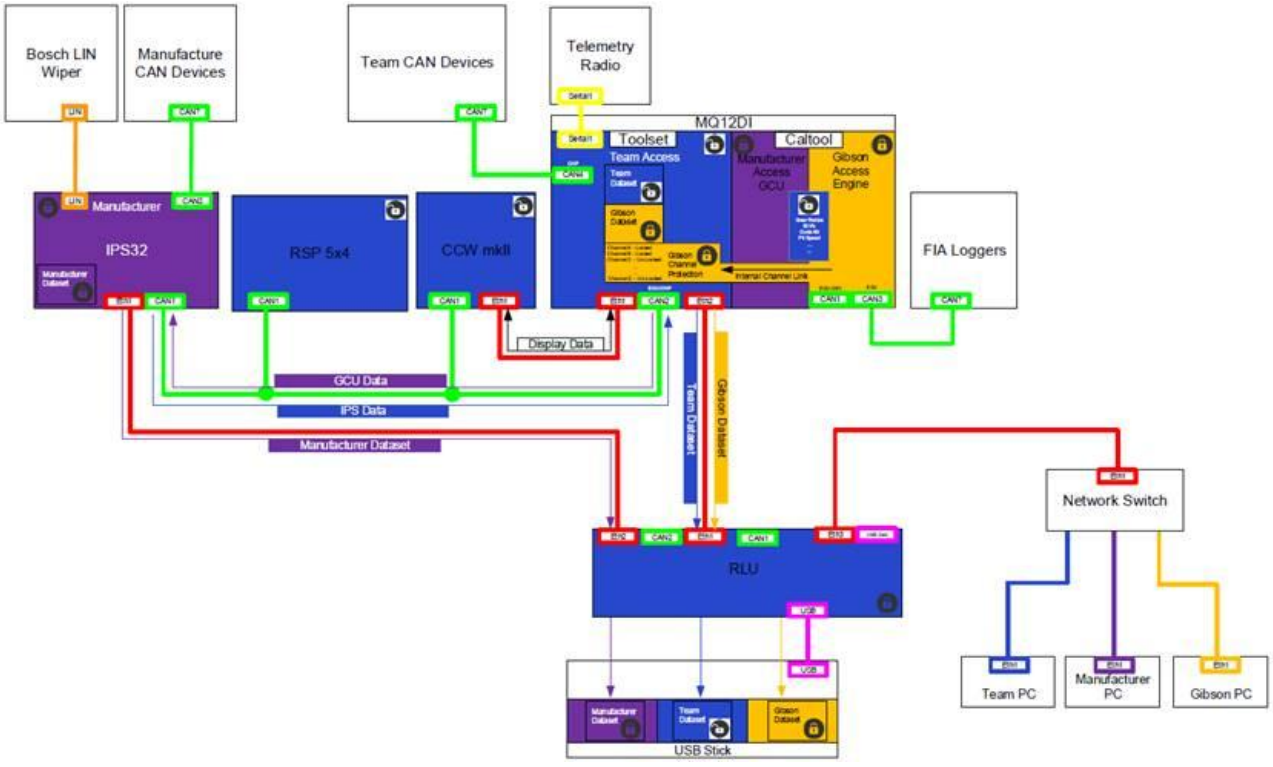
ELECTRONIC INFORMATION

Softwares:

As a reminder, please find below the responsibility dispatch for the electronics parts *(see drawing below)*:

- All softwares of the common electronic package (MQ12Di, IPS32, CCW mk2, RSP20, RLU) will be checked at each race.

- Only the homologated software versions will be allowed. It is the responsibility of the team to ensure they use the good softwares and that these softwares are compliant.



CalTool dataset naming convention
Reference: **VXXXXGaaaYYbbb_ZZcc**.cds (The entire dataset name should always have 19 characters excluding extension (.cds)

- **XXXX** – Version of the ECU code e.g. 13-04
- **aaa** – Gibson version number 00 – 999. Should also be written into parameter “Dataset Version A” in CalTool and then can be seen in channel “Dataset Version A” in the logged data.
- **YY** – Manufacturer’s abbreviation. Da = Dallara, On = Onroak, Or = Oreca, Ri = Riley
- **bbb** – Manufacturer’s version number 000-999. Should also be written into parameter “Dataset Version B” in CalTool and then can be seen in channel “Dataset Version B” in the logged data.
- **ZZ** – Car number 00-99.
- **cc** – Team’s version number 00-99.
- **ZZcc** - Should also be written into parameter “Dataset Version C” in CalTool and then can be seen in channel “Dataset Version C” in the logged data.

Examples:
- **"V1289WEC_G301Ri011_4301.cds"**
- **"V1289WEC_G301Or030_3101.cds"**

Traction Control Parameters:
The following parameters must be setup as:

MICHELIN

- Front wheel diameter A: 676
- Front wheel diameter B: 676
- Front wheel diameter C: 676

- Rear left wheel diameter A: 703
- Rear left wheel diameter B: 703
- Rear left wheel diameter C: 703

- Rear right wheel diameter A: 703
- Rear right wheel diameter B: 703
- Rear right wheel diameter C: 703

Team CAN and FIA/ACO Sensors:

Team CAN channels and FIA/ACO sensor signal must be correct at any time

COSWORTH / GIBSON 2025 LMP2 MANDATORY SCRUTINEERING TABLE

The instructions in the document "ELMS 2025 Scrutineering Update bulletin.pdf" must be respected
The corresponding table "LMP2 2025 Gibson Scrutineering Table.tlf" must be implemented.

These two documents are available in the last electronic package folder V1

POTENTIOMETER OUTPUT VOLTAGES FOR GEAR POSITION

The output voltage in the following table regarding gearshift potentiometer must be respected:

XTRAC Specification								
Gear Position	**R**	**N**	**1**	**2**	**3**	**4**	**5**	**6**
Voltage (mV)	268	825	1381	1932	2499	3045	3597	4148
Margin -	198	755	1311	1862	2429	2975	3527	4078
Margin +	338	895	1451	2002	2569	3115	3667	4218

GEAR COMPRESSOR PRESSURE

The Mega-Line AGS compressor pressure must not exceed 6.2 bar +/- 0.5 bar. This maximum value will be controlled on the channel "*GB_Reserve_Press".*

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TYRE PRESSURE MONITORING SYSTEM

All cars must use a Tyre Pressure Monitoring System (TPMS):

- All wheels must be equipped with TPMS sensors.
- TPMS data communication must be configured on the homologated electronic system in accordance with the championship-specific electronic requirements.
- TPMS must transmit pressure data when the car is in motion.
- ~~Data must be accurate to the satisfaction of ACO/FIA.~~

Regarding monitoring TPMS, we want to clarify that the TPMS signal will be used as an indication. ~~The static checks only will be used to check compliance with the regulations.~~

SEAT

Following last homologation extension for the Oreca 07 (P2_Oreca_07_16-10-G-EVO-37), two seat versions are homologated:
For more information, you can refer to your chassis manufacturer.

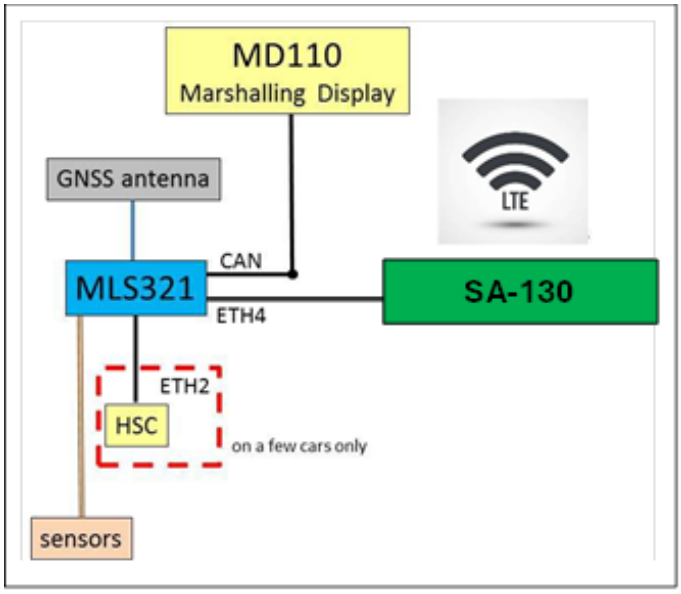
Standard version
Wide version

For more information, you can refer to your chassis manufacturer.

ELECTRONIC EQUIPMENT

The use of Marelli Telemetry System is mandatory for 2025/2026 Asian Le Mans Series season.

The Telemetry System designed by Marelli is a “modular” system in which, on board the vehicle, the logging functionalities have been separated from the wireless functions.
The system is designed to log the data input from the mandatory sensors, some of which are directly connected to the logger. ~~The data is then stored on the systems’ USB flashdrive and must be uploaded each time a car enters the pitlane.~~
At the Technical delegate request, Competitors will be required to bring the USB flashdrive for the following pit stop.
The integrated smart antenna also provides accurate live data transmitted via LTE. This allows the technical team to monitor mandatory sensor values while the car is running on track and review racing incidents and infringements with a minimum delay.
Furthermore, it connects the vehicle to race control, sending the GPS-position of the car to locate it on track and receiving flag signals to show on the marshalling display onboard the vehicle.
Teams are requested to contact their car supplier in order to obtain their specific supports and looms for the installation of the Marelli system.



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CHILLER UNIT

If you intend to install in your cockpit a chiller unit for ALMS events, and if this option/installation is not part of your car homologation form, please complete “chiller unit installation form”, available in the last electronic package folder V1.1 This document must be sent to ACO for approval two weeks before the event.

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

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

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- ☒ **with immediate application**
- ☐ from:

And is applicable:

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