



ASIAN LE MANS SERIES COMMITTEE



TO: Teams Manufacturers

CATEGORY: LMP2 LMP3 GT3

DECISION N°: Asian_20252026_D012_All_Sporting_clarifications

DATE: 03/02/2026 **FROM:** The Asian Le Mans Series Committee

SUBJECT: Sporting Clarifications for Asian Le Mans Series

APPLICABLE REGULATION

2025-2026 Asian Le Mans Series Sporting Regulations

DECISION

*This document cancels and replaces the following Committee decision(s): #D09.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.*

ARTICLE 1.4.1 – Clarification

1.4.1 Definition

Each Competition will have the status of a restricted international Competition.

"Competition" means any race registered on the annual calendar of the Series including administrative checks and technical scrutineering, all official practice sessions, whether qualifying or not, the bronze test session, the warm-up if there is one and the race(s) itself.

The start and end of each Competition are determined in accordance with Article 2.1.7 of the Code.

Subject to the provisions of Appendix 1 of each Competition (see Article 2.2), the format can be either:

- 2 timed free practice sessions of 90 minutes, or 3 timed free practice sessions of 60 minutes each;
- 1 qualifying session determining the starting grid, organised as follows:
 - One session of at least 15 minutes reserved for cars of the LMP2 category and
 - One session of at least 15 minutes reserved for cars of the LMP3 category
 - One session of at least 15 minutes reserved for cars of the GT category
 - The first fastest lap of each competitor will determine its starting position on the grid of the first race;
 - The second fastest lap of each competitor will determine its starting position on the grid of the second race.
- 2 races, which must not last less than 4 hours ;

Or

- 2 timed free practice sessions of 90 minutes, or 3 timed free practice sessions of 60 minutes each;
- 1 qualifying session determining the starting grid, organised as follows:
 - One session of at least 15 minutes reserved for cars of the LMP2 category and
 - One session of at least 15 minutes reserved for cars of the LMP3 category
 - One session of at least 15 minutes reserved for cars of the GT category
- 1 race, which must not last less than 4 hours.

No warm-up session will be scheduled in the Competitions, unless otherwise specified in Appendix 1 of each Competition or by decision of the Panel of Stewards on proposal of the Race Director for safety reasons.

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ASIAN LE MANS SERIES COMMITTEE



In the event of a warm-up session, the list of cars and drivers allowed to take part in the warm-up will be posted after the qualifying practice.

In the present regulations, any reference to "the race" will be applicable to each of the two races of the Competition when the Competition is composed with 2 races.

ARTICLE 4.2.5 – Correction

4.2.5 Armbands associated to the personnel

The promotor will distribute to each competitor 3 types of armbands:

- PIT LANE: the armband must be worn by any person accessing the pit lane in presence of the car that needs to intervene on its and on the grid in a case of a race suspension from the 40 15 minutes signal.
- TYRE & BRAKE: the armband must be worn by any person accessing the pit lane in presence of the car that needs to control brakes / tires.
- RED: the armband must be worn by the person authorised on the grid in case of a race suspension.

ARTICLE 6.3.1 – 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 its system works correctly throughout the Competition: for that, he will have the same information as the organiser and at the same time.
- The data recorder and associated live scrutineering system must be powered and operational at least 5 minutes before the start of a session and/or before the opening of the pitlane.
- 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:
 - o 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;
 - o 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.

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



ASIAN LE MANS SERIES COMMITTEE



ARTICLE 6.5.5 Tyre storage, heating, treatment and modifications – Clarification

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.

Only the Technical Delegate and their Assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited except for the removal of debris collected on track.

It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session. During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre ; the tyre must not exceed ambient temperature when being fitted to the car. In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread or the profile of the tyres must not be modified or recut.

Any process that would involve a direct or indirect attempt at modifying the temperature of a tyre (compared to the ambient temperature) is forbidden. This includes but is not limited to: exposure to the sun, warming of the cars suspension components, wheel hub assembly, braking system, modification to the filling medium, water heating system / element when washing the wheels.

Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical component for tyres, rims, wheels are forbidden. Competitors are forbidden to have any of the previous in their possession throughout a Competition.

Further restrictions may be applied regarding qualifying tyres by the Technical.



ASIAN LE MANS SERIES COMMITTEE



ARTICLE 6.5.6 – Clarification

6.5.6 Applicable penalties

Minimum penalty for breaching the tyre rule:

- Declaration infringement (list not declared, list declared late): €1000 per infringement.
- Eligibility infringement (tyre used but not declared): €1000 per tyre.
- Infringement of the tyre allowance: Stop & Go of 2 minutes per tyre **during the race.**
- Infringement of the tyre heating rules or tyre storage rules: Stop and Go of 3 minutes during the race.

Any other violation at the discretion of the Stewards.

ARTICLE 7.5.1 – Clarification

7.5.1 Pit lane penalties

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the timing monitors.

Furthermore, pit lane penalties cannot be served in the following situations:

- if the Safety Car **procedure** is deployed.
- If the Virtual Safety car **procedure is announced or** deployed.
- if the **track is under FCY procedure is announced or deployed.**
- If a Red Flag is deployed.

Unless the car was already in the pit entry road when the neutralisation was declared, the number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the driver has been notified on the timing monitors.

For the avoidance of doubt, In case of a Safety Car, a pit lane penalty may only be served from the lap following the end of the neutralisation, unless the track is neutralised again.

ARTICLE 12.1.2 – Clarification

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
- The acceleration and deceleration lane (or blending lane): this is the central lane, **reserved exclusively for the transition of a car joining:**
 - its dedicated stopping area, when coming from the fast lane;
 - the fast lane, when it leaves its stopping area.

This lane is not intended for circulation.

- The working area: this is the part closest to the garages, where work on the cars is allowed. It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the central lane on the other. The presence of people is authorised only during interventions on the car.

Cars in the fast lane have priority over those in the acceleration lane or working area.

Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area.

In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area.

Penalty: at the discretion of the Stewards.

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



ASIAN LE MANS SERIES COMMITTEE



13.2 – Clarification

13.2 Race driving times

13.2.1 Definition

Actual time spent by each driver during the race of a Competition.

This actual time spent excludes the pit stops, the time spent in the pit lane, between pit entry loop and pit exit loop (irrelevant of pit stop, drive through, stop and go, Safety Car by the pit lane,), and the periods of race suspensions related to red flag. For avoidance of doubt, if the pit lane is closed at the moment a driver change would normally be required, the Competitor must wait for the first opportunity to pit and must inform Race Control accordingly. This tolerance applies only to the stint concerned and shall not apply to any subsequent driving time requirements.

ARTICLE 13.3 - Clarification

13.3 Composition of the crews

13.3.1 Rules governing the composition of the crews

The composition of the definitive crew (3 drivers maximum) must be sent to ALMEM at least 15 days before the start of each Competition (opening of the administrative checks), on pain of paying a fine of €1000 to the ALMEM for each driver not designated or not attending except in a case of force majeure. Any modification to a crew is prohibited after the end of the administrative checks, except in cases of force majeure acknowledged as such by the Stewards.

The definitive list of Competitors and drivers admitted to take part in the Competition will be published by the Stewards.

13.3.2 Composition of the crews by category

See appendix 5 of the Sporting Regulations.

A crew of 2 or 3 drivers must include at least one Bronze driver.

In LMP2, two Platinum drivers cannot be entered in the same line up.

In LMP3, it is forbidden to enter a Platinum driver.

In GT3, a crew must be composed as following:

- For 2-drivers crew:
 - o Two Bronze
 - o One Bronze and one Silver
- For 3-Drivers crew:
 - o Three Bronze
 - o Two Bronze and one Silver
 - o Two Bronze and one Gold
 - o Two Bronze and one Platinum
 - o One Bronze and two Silver
 - o One Bronze, one Silver and one Gold
 - o One Bronze, one Silver and one Platinum.

ARTICLE 14.5.2 – Clarification

14.5.2 Access to the pit lane under FCY

During the race, pit lane entry will be closed when FCY will be announced, as soon as the message “PREPARE FOR FCY AT XXhXXminXXsec” will be posted on the timing monitors.

Pit lane exit will remain open.

Cars entering going into the pit lane may overtake cars and be overtaken by cars that are on the track once they cross after it has crossed Safety Car Line 1.



ASIAN LE MANS SERIES COMMITTEE



Cars exiting the pit lane may overtake and be overtaken by other cars on the track before it has crossed until they reach Safety Car Line 2.

On the pit lane entry and exit roads, the maximum speed is also limited to 80 kph.

Any car entering the pits once FCY is announced must inform Race Control beforehand, and will be allowed to enter the pits only in one of the following cases:

1) Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.
- Once the FCY procedures announced, only one emergency pit stop will be allowed per competitor.

2) Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car will lose at least a lap.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

ARTICLE 14.6 – Clarification

14.6.2 Overtaking allowed under the Safety Car

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the Safety Car;
- under Article 11.3.2;
- any car entering the pit lane may pass overtake or be overtaken by another car on the track or the Safety Car after it has crossed the Safety Car line 1;
- any car exiting the pit lane may overtake or be overtaken by another car on the track before it has crossed the Safety Car line 2;
- when the Safety Car is returning to the pit lane or its intermediate position, it may be overtaken by cars on the track once it has crossed the Safety Car line 1;
- any car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken;
- if any car slows down with an obvious problem.

14.6.3 Overtaking signal given by the Safety Car

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will use a green light to signal to inform the cars about the 'Wave-By'. In this situation, any cars between the Safety Car and the race leader will have to overtake the Safety Car that they should pass. These cars will continue at reduced speed and without overtaking among themselves until they reach the line of cars behind the Safety Car.

~~The safety car may also have an electrically controlled rear panel which will show the race leader's number.~~

When it is illuminated, cars up to but excluding the race leader, whose number is displayed, will pass the safety car.



ASIAN LE MANS SERIES COMMITTEE



14.6.4 'Pass Around

If deemed appropriate, the Race Director will authorise "Pass-Around" for any car that has their category leader behind them in the order circulating behind the Safety Car.

It is the competitor's responsibility to determine if their car is eligible for Pass-Around.
Penalty for Pass-Around when ineligible: Stop & Go for time equal to two (2) race laps.

All cars participating in the Pass-Around must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

Cars participating in the Pass-Around must, only when directed to do so, immediately overtake the Safety Car safely in the proper order and catch up with the field as quickly as possible without affecting safety and take up position at the rear of the line of cars behind the Safety Car.

Cars that benefit from the Pass-Around must respect the "Pit Entry Closed" light, regardless of the number of laps they have completed behind the Safety Car.

Eligibility for Pass Around

The eligibility for Pass Around will be established based on the last passing on an Sector Loop before Race Control announces, 'Prepare for Pass Around'. If the leader of a category is in the pit lane at the moment the message 'Prepare for Pass Around' is announced, then the eligibility is based on the next car from the category that was physically behind the leader on track in circulating order at the time the leader entered the pit lane.

The Safety Car may also have an electrically controlled rear panel which will show the race leader's number.

When it is illuminated, cars up to but excluding the race leader, whose number is displayed, must pass the Safety Car.

The Safety Car shall be used at least until the car in the lead is behind it (except under Article 11.3) and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car's sector).
Once the car in the lead had been behind the Safety Car, then if the leader enters the pit lane, the next car in circulating order will be placed behind the Safety Car.

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.12) and all remaining cars must keep the formation as tight as possible.

14.6.5 Access to and work in the pits under the Safety Car

During the first three laps of the Safety Car, the pit entry will be closed.

Any car entering the pits during these first three laps must inform Race Control and will be allowed only in the two following cases:

1) Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.
- Once the Safety Car procedures deployed, only one emergency pit stop will be allowed by competitor.

2) Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car will lose at least a lap.
- In this case, the Competitor may only exit the pit lane when the next passing Safety Car, once all the cars in the line behind the Safety Car have passed Safety Car Line 2.
- If the Safety Car is withdrawn before the competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

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



ASIAN LE MANS SERIES COMMITTEE



If the leader pits during the first three laps, the next car in the results will be placed behind the Safety Car and so on as the cars decide to pit in the first three laps.

A car may enter the pits for repairs or refuelling, without restrictions, once the pit entry is open.

ARTICLE 14.7.2 – Clarification

14.7.2 Access to the pit lane under VSC

Access to the pit lane will remain open for the duration of the VSC.

The pit lane exit will remain open.

Any car entering the pit lane may overtake or be overtaken by pass another car on the track after it has crossed the Safety Car Line 1.

Any car leaving exiting the pit lane may overtake or be overtaken by another car on the track before it has crossed the Safety Car Line 2.

In the pit entry and exit roads, the maximum speed is also limited to 80.00kph.

APPENDIX 5 - Clarification

All the driving times have to be read as XXhXX minutes 00 second.

In GT category, no single stint may last more than 65 minutes. For avoidance of doubt, this limit is an absolute requirement and remains applicable regardless of any changes in track status. If the pit entry is closed at the time a stint would normally need to be reset, the Competitor must perform an emergency pit stop.

For the purpose of stint length in the GT category as defined in this Appendix, Drive Through penalty, Stop & Go penalty or SC by the pit lane with no pit stop, will not reset the stint, and this time spent in the pit lane will not be counted as driving time. Subject to modification.

LMP2					
2 drivers	min	max		min	max
Bronze	1h		Bronze	1h	
Bronze	1h		Silver	1h	
Bronze	1h		Gold	1h	2h
Bronze	1h		Platinum	1h	2h
LMP3					
2 drivers	min	max		min	max
Bronze	00h50		Bronze	00h50	
Bronze	01h45		Silver		
GT					
2 drivers	min	max		min	max
Bronze	01h45		Bronze	01h45	
Bronze	01h45		Silver	01h45	



ASIAN LE MANS SERIES COMMITTEE



LMP2								
3 drivers	min	max		min	max		min	max
Bronze	1h		Bronze	1h		Bronze	1h	
Bronze	1h		Bronze	1h		Silver	1h	
Bronze	1h		Bronze	1h		Gold	1h	
Bronze	1h		Bronze	1h		Platinum	1h	
Bronze	1h		Silver	1h		Silver	1h	
Bronze	1h		Silver	1h		Gold	1h	
Bronze	1h		Silver	1h		Platinum	1h	
Bronze	1h		Gold	1h		Gold	1h	
Bronze	1h		Gold	1h		Platinum	1h	

LMP3								
3 drivers	min	max		min	max		min	max
Bronze	00h50		Bronze	00h50		Bronze	00h50	
Bronze	00h50		Bronze	00h50		Silver		
Bronze	01h45		Silver			Silver		
Bronze	00h50		Bronze	00h50		Gold		01h00

GT								
3 drivers	min	max		min	max		min	max
Bronze	00h45		Bronze	00h45		Bronze	00h45	
Bronze	00h45		Bronze	00h45		Silver	00h45	
Bronze	00h45		Bronze	00h45		Gold		01h15
Bronze	00h45		Bronze	00h45		Platinum		01h15
Bronze	01h30		Silver	00h45		Silver	00h45	
Bronze	01h30		Silver	00h45		Gold		01h15
Bronze	01h30		Silver	00h45		Platinum		01h15

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