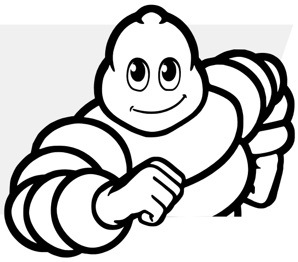
DEALER BOOK
2025
CUSTOMER RACING

MICHELIN

HILL CLIMB

ADVICE AND PRESSURES

Data provided for informational purposes and may vary depending on actual conditions of use. In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.



COLD OR HOT PRESSURE

We can distinguish between cold and hot pressure. Recommended cold pressure varies depending on the ambient ground temperature and the type of vehicle. Recommanded hot pressure varies depending on the length of the race and the temperature of the ground.

DRY CONDITIONS

		GROUND TEMPERATURE		
	PRESSION	5 to 15°C	15 to 30°C	Plus de 30°C
SINGLE-SEATER	COLD	**1.3 bar**	**1.2 bar**	**1.1 bar**
	HOT	**1.4 to 1.5 bar**		
PROTOTYPE	COLD	**1.3 bar**	**1.2 bar**	**1.1 bar**
	HOT	**1.4 to 1.5 bar**		
TOURING & PRODUCTION	COLD	**1.8 bar**	**1.7 bar**	**1.6 bar**
	HOT	**2 to 2.1 bar**		
GT	COLD	**1.85 bar**	**1.8 bar**	**1.7 bar**
	HOT	**2 to 2.1 bar**		

WET CONDITIONS

		WATER HEIGHT		
	PRESSION	High pressure, heavy rain, storm	Moderate, continuous rain	Low rainfall & drying track
SINGLE-SEATER	COLD	**1.4 bar**	**1.3 bar**	**1.2 bar**
	HOT	**1.5 to 1.6 bar**		
PROTOTYPE	COLD	**1.4 bar**	**1.3 bar**	**1.2 bar**
	HOT	**1.5 to 1.6 bar**		
TOURING & PRODUCTION	COLD	**1.9 bar**	**1.8 bar**	**1.7 bar**
	HOT	**2 to 2.1 bar**		
GT	COLD	**1.9 bar**	**1.85 bar**	**1.75 bar**
	HOT	**2 to 2.1 bar**		

In case of rain, you can use the Michelin rain circuit range. Consult an expert.

MICHELIN PILOT SPORT H S5C+

IMMEDIATE WARM UP FOR BETTER TIMES

INSTANT WARM UP

Thanks to a new synthetic tread compound, the MICHELIN Pilot Sport S5C+ offers instant grip and good consistency during a hill climb.

EXTENDED LIFE

New tread compound limits pick-up for better grip and longer life for more climbs.(1)

MICHELIN WARM-UP TECHNOLOGY

Ø13" Ø15" Ø17" Ø18"

Diameter	Size	CAI
13"	20/54 - 13	572426
	24/57 - 13	440225
15"	19/57 - 15	826415
17"	20/61 - 17	709288
	24/61 - 17	186062
18"	24/65 - 18	097251
	27/65 - 18	008126
	30/65 - 18	297011
	31/71 - 18	824574

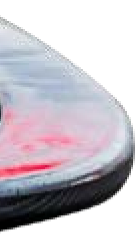
(1) Comparison made with the MICHELIN Pilot Sport S5C.

TECHNICAL DATA

DIAMETER	SIZE	RANGE	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
13″	**24/57 - 13***	PILOT SPORT H S5C+	10	241	289	585	1765
15″	**19/57 - 15**	PILOT SPORT H S5C+	7	185	206	573	1774
17″	**20/61 - 17**	PILOT SPORT H S5C+	8	187	219	606	1870
	24/61 - 17	PILOT SPORT H S5C+	9	235	250	605	1857
18″	**24/65 - 18**	PILOT SPORT H S5C+	9	229	251	647	1988
	27/65 - 18	PILOT SPORT H S5C+	11	262	298	647	1988
	30/65 - 18	PILOT SPORT H S5C+	12,5	288	329	650	1996
	31/71 - 18	PILOT SPORT H S5C+	13	316	343	709	2192

** While stocks last.*

CIRCUIT



ADVICE AND PRESSURES

COLD PRESSURE PREPARATION

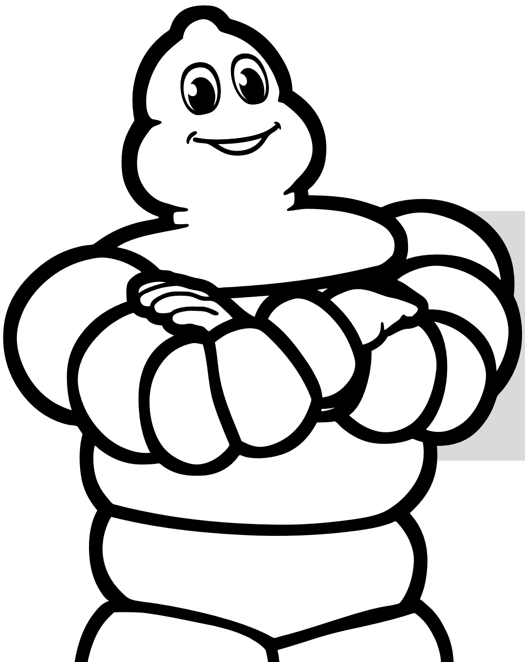
To target a hot pressure (working pressure), it is first necessary to determine the starting pressure, known as the cold pressure.
When the tire is warmed up, we can adopt a rule of thumb, which remains a rough guide, but which is reliable: 1°C = 0.01 bar.
For example: 1.20 bar at 20°C becomes 1.30 at 30°C.
Alternatively, you can use a “control set”. In other words, a reference set, stored at the same ambient temperature as the other tires, which will enable you to adjust the cold pressure of your use sets throughout the day.

WARM UP

If you use a heater cabinet or tire warmers, the maximum heating temperature must not exceed the internal rolling temperature of the tires. Above this temperature, the properties of the rubber can change and thus degrade performance.
The minimum warm-up time is 45’ to reach stabilisation.
The maximum heating time is 2 hours (beyond this, there is a risk of the rubber changing).

SET UP ADVICE

- Follow our recommendations (camber values and pressure according to vehicle load).
- It is possible to adjust the vehicle’s front and rear pressures in order to improve the balance. For example: 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 tire, adjust the pressure in accordance with the water quantities. (Increase the pressure in the event of aquaplaning, to lower the contact area).



Data provided for information purposes and may vary depending on actual conditions of use. In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.

		COMPOUND	SURFACE ABRASIVITY		
			+	++	+++
MICHELIN PILOT SPORT CUP ^{GT}	**H1**	HARD			
MICHELIN PILOT SPORT CUP ^{T}	**M1**	MEDIUM			
	H1	HARD			
MICHELIN PILOT SPORT GT M	**S7**	SOFT			
	S8	MEDIUM			
	S9	HARD			
MICHELIN PILOT SPORT CUP M $^{+}$	**S8**	MEDIUM			
	S9	HARD			
MICHELIN PILOT SPORT GT L	**S8**	MEDIUM			
	S9	HARD			
MICHELIN PILOT SPORT GT	**P2L**	RAIN			
	P2H	RAIN			

TOURING, GT, PROTOTYPE

CONDITIONS			GROUND TEMPERATURE (ºC)								
DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+

CIRCUIT

MICHELIN PILOT SPORT PRO GT

HIGH PERFORMANCE SLICK FOR GT

HARD

ROAD-APPROVED IN THE UNITED STATES ONLY

Ø18"

CONSISTENT PERFORMANCE*

The tire's design improves endurance and longevity on the track while maintaining optimum grip levels.

BETTER DRIVING*

The new tire architecture offers greater stability on corner entry and lateral support to improve the car's balance.

QUICK WARM UP*

The tread is made of a new type of rubber that reaches the right operating temperature more quickly.

Diameter	Size	Compound	CAI	RFID
18"	30/68 - 18	H1	159609	✔
	31/71 - 18	H1	854755	✔

*A **NEW compound inspired** by our confidential WEC tire offers dynamic handling and consistent performance.*

MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY

MICHELIN WARM-UP TECHNOLOGY

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

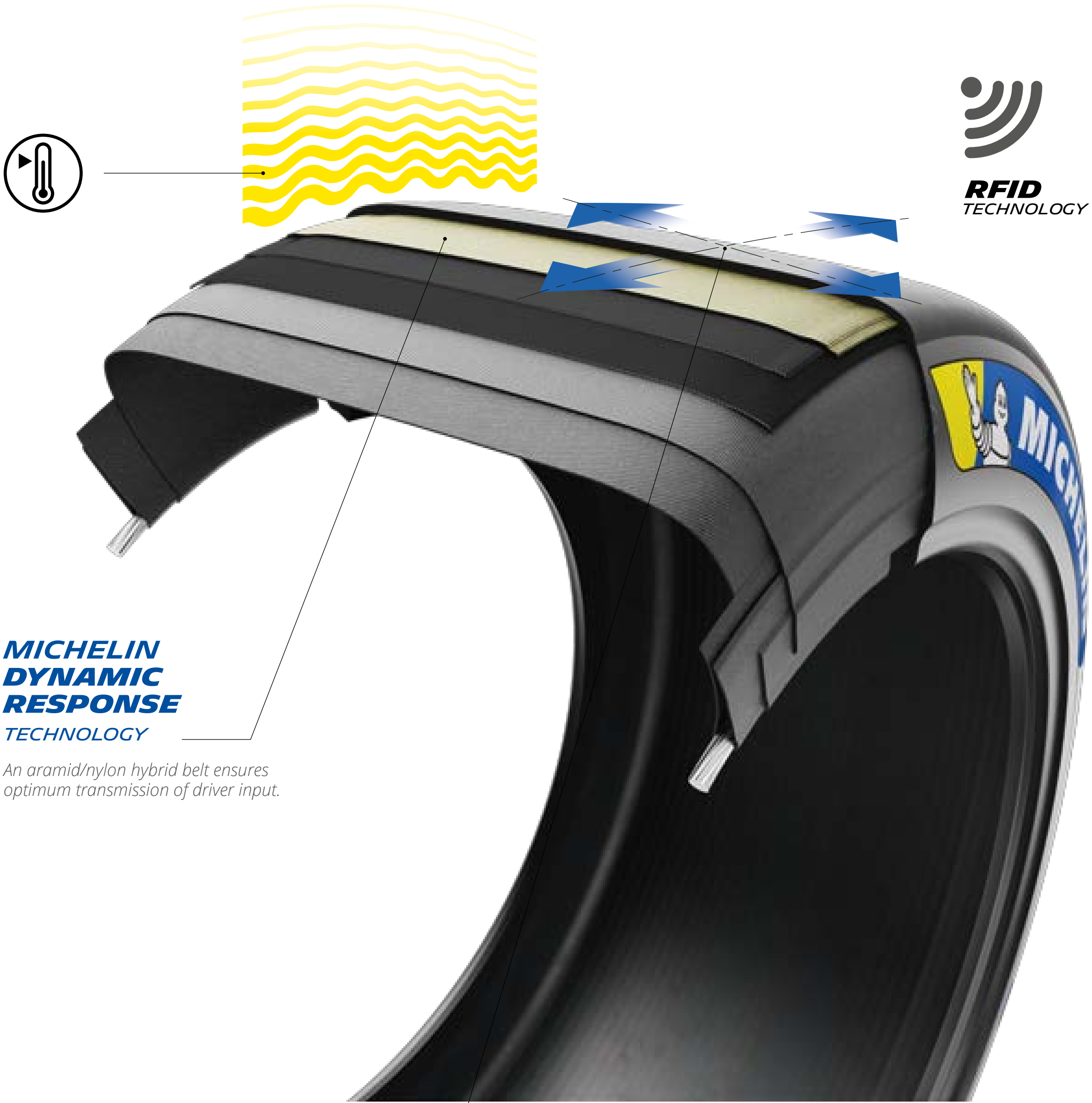
MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

*In-house studies conducted since September 2021 on various GT3 class vehicles. Comparison with the MICHELIN Pilot Sport M S9 (S9M) tire on different circuits with varying track temperatures.

MICHELIN WARM-UP
TECHNOLOGY

MICHELIN racing synthetic elastomers, used in rubber blends and combined with high-tech synthetic resins, promote ultra-rapid warm-up to quickly reach optimum operating temperature.



MICHELIN DYNAMIC RESPONSE
TECHNOLOGY

An aramid/nylon hybrid belt ensures optimum transmission of driver input.

MICHELIN DRY ADAPTIVE COMPOUND
TECHNOLOGY

Rubber with a specific formulation providing grip and consistency in all dry conditions. Wide window of operation.

MICHELIN WEC INSPIRED
COUMPOUND TECHNOLOGY

A new tread compound inspired by our confidential WEC tire that offers dynamic handling and consistent performance.

MICHELIN PILOT SPORT CUP GT

HIGH PERFORMANCE SLICK FOR GT

CONSISTENT PERFORMANCE

The tire's design improves endurance and longevity on the track while maintaining optimum grip levels.

BETTER DRIVING

The new tire architecture offers greater stability on corner eral support to improve the car's balance.

QUICK WARM UP

The tread is made of a new type of rubber that reaches the right operating temperature more quickly.

Ø 18"

Diameter	Size	Compound	CAI	RFID
18"	30/65 - 18	H1	787739	✔
	30/68 - 18	H1	112873	✔
	31/71 - 18	H1	799048	✔

MICHELIN WARM-UP TECHNOLOGY

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (ºC)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
H1	HARD		■	■	■						■	■	■	■	■	■

MICHELIN PILOT SPORT CUP T

THE SLICK TIRE FOR TOURING VEHICLES

DRIVING PRECISION

Offers precise steering thanks to a hybrid aramid/ nylon belt, designed to ensure optimum transmission of steering input.

OPTIMIZED CONSISTENCY AND LONGEVITY

The compound has been designed to ensure consistency and longevity in both sprint and endurance races.

RAPID WARM UP

The tread is made of a new type of compound that enables the optimal operating temperature to be reached more quickly.

Ø 17"

Diameter	Size	Compound	CAI	RFID
17"	20/61 - 17	M1	956216	✔
	20/61 - 17	H1	510079	✔

MICHELIN WARM-UP TECHNOLOGY

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
M1	MEDIUM															
H1	HARD															

MICHELIN
PILOT SPORT GT M

THE REFERENCE FOR A SLICK TIRE!

Ø15" Ø17" Ø18" Ø19"

Diameter	Size	Compound	CAI	RFID
15"	19/57 - 15	S8	862104	
17"	20/61 - 17	S9	721630	✔
18"	24/64 - 18	S9	246828	✔
	25/64 - 18	S8	208081	✔
	25/64 - 18	S9	173686	✔
	27/65 - 18	S8	320739	✔
	30/65 - 18	S7	344563	✔
	30/65 - 18	S8	050951	✔
	30/65 - 18	S9	520590	✔
	30/68 - 18	S7	654850	✔
	30/68 - 18	S8	377912	✔
	30/68 - 18	S9	763553	✔
	31/71 - 18	S7	620053	✔
	31/71 - 18	S8	593443	✔
	31/71 - 18	S9	927289	✔
	33/68 - 18	S8	272434	✔
	33/68 - 18	S9	120877	✔
19"	24/65 - 19	S8	948272	✔
	24/65 - 19	S9	088188	✔
	31/71 - 19	S9	350154	✔

Grip OPTIMIZED GRIP

Thanks to a crown architecture inspired by the tires used in WEC (World Endurance Championship), the footprint is increased, improving grip.

PRECISE FEEDBACK

The casing is specifically designed to absorb the weight/power of new vehicles and ensure greater driving precision.

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
S7	SOFT	■	■		■	■		■	■	■	■					
S8	MEDIUM	■	■	□	■	■				■	■	■	■	■	■	
S9	HARD		■	■	■						■	■	■	■	■	■

MICHELIN
PILOT SPORT GT M+

THE RIGHT *SLICK* TIRE FOR *ENDURANCE!*

ENDURANCE

Thanks to its reinforced architecture, the tire offers improved endurance compared to its predecessor (1).

OPTIMIZED GRIP

Thanks to a crown architecture inspired by the tires used in WEC (World Endurance Championship), the footprint is increased, improving grip.

Ø 17" Ø 18"

Diameter	Size	Compound	CAI	RFID
17"	24/61 - 17	S8	703963	
18"	27/65 - 18	S9	191018	✓
18"*	30/65 - 18	S9	237295	✓

**Approved in the U.S. only.*

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY — MICHELIN DYNAMIC RESPONSE TECHNOLOGY — MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
S8	MEDIUM	■	■	■	■	■				■	■	■	■	■		
S9	HARD		■	■	■						■	■	■	■	■	■

(1) Comparison made with 24/61-17 MICHELIN PILOT SPORT GT S8M.

MICHELIN PILOT SPORT GT L

THE **VERSATILE SLICK** TIRE

Ø15" Ø16" Ø17" Ø18"

Grip

CONSISTENT PERFORMANCE

The tire's durable casing guarantees consistent performance lap after lap, all the way to the finish line.

Diameter	Size	Compound	CAI
15"	18/58 - 15	S9	370109
16"	23/61 - 16	S9	273199
17"	20/61 - 17	S8	853709
	24/61 - 17	S8	146154
18"	25/64 - 18	S8	373234
	25/64 - 18*	S9	205461
	27/65 - 18	S8	873904
	27/65 - 18	S9	033685
	27/68 - 18	S8	863682

** While stocks last.*

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
S8	MEDIUM	■	■	■	■					■	■	■	■	■		
S9	HARD	■	■	■	■	■					■	■	■	■	■	■

MICHELIN
PILOT SPORT GT P2L

DESIGNED FOR **WET** AND DRY TRAILS

Ø15" Ø16" Ø18" Ø19"

Diameter	Size	Compound	CAI
15"	18/58 - 15	P2L	698915
16"	23/61 - 16	P2L	853299
18"	24/64 - 18	P2L	503749
	25/64 - 18	P2L	448993
	27/65 - 18	P2L	463077
	27/68 - 18	P2L	765707
	30/65 - 18	P2L	619653
	30/68 - 18	P2L	447350
	31/71 - 18	P2L	797297
19"	24/65 - 19	P2L	206124
	31/71 - 19	P2L	398275

GRIP

The tread pattern ensures good water evacuation in the wet, while maintaining performance in the dry. The two longitudinal lines limit the risk of aquaplaning.

MICHELIN WATER BRAKE TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (ºC)								
		+	++	+++	SEC	DAMP	WET	0	5	10	15	20	25	30	35	40+
P2L	RAIN															

MICHELIN
PILOT SPORT GT P2H

THE FULL-WET CIRCUIT TIRE

Ø15" Ø17" Ø19"

Diameter	Size	Compound	CAI
15"	19/57 - 15	P2H	964131
17"	20/61 - 17	P2H	178573
	24/61 - 17	P2H	201854
19"	24/65 - 19	P2H	588214
	28/69 - 19	P2H	454416

GRIP

Thanks to a high groove rate, the tire has great evacuation potential with very high water levels.

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (ºC)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
P2H	RAIN															

CIRCUIT

MICHELIN PILOT SPORT CUP N3 & N3R

SPECIFICALLY DEVELOPED FOR PORSCHE 911 GT3 CUP (992)

Grip

GRIP AND LONGEVITY

Composed of a different mixture of front and rear axles, it provides grip [1] and durability.

VERSATILE

A unique tread compound that enables the tire to perform in all conditions.

CONSISTENT PERFORMANCE

Architecture inspired by GT500 and WEC and adapted for Porsche race formats, it guarantees consistent performance throughout the race.

Ø18"

Diameter	Size	Compound	CAI	RFID
18"	30/65 - 18	N3	530030	✔
	31/71 - 18	N3R	242655	✔

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY — KM MILES

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

MICHELIN RFID TECHNOLOGY — RFID

As with every project, whether on the track or on the road, MICHELIN is committed to designing and supplying tires that are perfectly suited to Porsche vehicles, in order to take full advantage of their potential.

PORSCHE | MICHELIN

(1) Compared with its predecessor, the MICHELIN Pilot Sport Cup N2.

MICHELIN
PORSCHE CUP N2 & N2R

DEVELOPED FOR PORSCHE CARRERA CUP

Ø 18"

GRIP AND LONGEVITY

Designed to meet the requirements of Porsche vehicles, the MICHELIN Porsche Cup N2 provides good lateral support.

CONSISTENT PERFORMANCE

Developed specifically for Porsche racing formats, its architecture offers consistent performance.

Diameter	Size	Compound	CAI
18"	25/64 - 18	N2	386513
	27/65 - 18	N2	907466
	27/68 - 18	N2R	122997
	30/68 - 18	N2	628143
	31/71 - 18	N2	297596

** While stocks last.*

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

CIRCUIT

SINGLE-SEATER

MICHELIN PILOT SPORT M S512

THE 1ST MICHELIN SINGLESEAT 17'' SLICK

CO-DEVELOPED WITH TATUUS
ON THE **RENAULT TATUUS F3 T-3 18**

Ø 17''

Diameter	Size	Compound	CAI
17"	24/61 - 17	S512	390956
	28/64 - 17	S512	947497

CORNERING STABILITY

The 17" tire increases cornering speed thanks to a sidewall height reduced by 15 % (1).

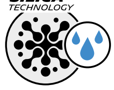
INCREASED GRIP

20% larger contact patch (1) for superior grip in all racing situations.

CONSISTENT PERFORMANCE

A new casing and a compound offer consistent performance lap after lap all the way to the finish line.

MICHELIN **SILICA WET** TECHNOLOGY



MICHELIN **DYNAMIC RESPONSE** TECHNOLOGY

MICHELIN **CONTACT** PATCH 3.0

MICHELIN PILOT SPORT M P512

THE 17'' SINGLE-SEATER RAIN TIRE

CO-DEVELOPED WITH TATUUS
ON THE **RENAULT TATUUS F3 T-3 18**

Ø 17''

Diameter	Size	Compound	CAI
17"	24/61 - 17	P512	227151
	28/64 - 17	P512	901628

WET GRIP

Thanks to its highly grooved tread pattern, the MICHELIN Pilot Sport P512 has a high evacuation potential to provide grip on wet tracks.

(1) Compared with a MICHELIN Pilot Sport S412 in size 13.

PROTOTYPE LEGEND

MICHELIN PILOT SPORT LEGENDS S819

THE SLICK TIRE OF
LEGENDARY PROTOTYPES!

WARM UP AND GRIP

Thanks to a rubber compound and architecture adapted to the requirements of historic LMP1 and LMP2 vehicles, it guarantees rapid warm up and optimum grip.

FEEDBACK

A tire designed to allow drivers to rediscover the driving pleasure of legendary prototypes.

Ø18"

Diameter	Size	Compound	CAI	RFID
18"	33/65 - 18	S819	188873	✔
	33/68 - 18	S819	840076	✔
	36/71 - 18	S819	466857	✔
	37/71 - 18	S819	993138	✔

MICHELIN PILOT SPORT LEGEND P219

THE RAIN TIRE FOR
LEGENDARY PROTOTYPES!

EXTREME GRIP IN THE RAIN

Thanks to its high groove ratio, the tire has great evacuation potential on tracks with very high water levels.

Ø18"

Diameter	Size	Compound	CAI
18"	33/65 - 18	P219	012133
	33/68 - 18	P219	627171
	36/71 - 18	P219	476628

TECHNICAL DATA

CIRCUIT GT - TOURING - PROTOTYPE

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15″	**18/58 - 15**	PILOT SPORT GT L	S9	Hard	8	179	220	588	1847
	19/57 - 15	PILOT SPORT GT M	S8	Medium	7	185	206	573	1774
	19/57 - 15	PILOT SPORT GT	P2H	Wet	7	185	206	573	1762
16″	**23/61 - 16**	PILOT SPORT GT L	S9	Hard	10	236	276	616	1935
17″	**20/61 - 17**	PILOT SPORT GT L	S8	Medium	8	190	225	604	1890
	20/61 - 17	PILOT SPORT GT M	S9	Hard	8	187	219	606	1870
	20/61 - 17	PILOT SPORT CUP ^{T}	M1	Medium	7 (Clio Cup)	183	207	607	1907
	20/61 - 17	PILOT SPORT CUP ^{T}	H1	Hard	7 (Clio Cup)	183	207	607	1907
	20/61 - 17	PILOT SPORT GT	P2H	Wet	8	191	223	604	1854
	24/61 - 17	PILOT SPORT GT M+	S8	Medium	9	235	250	605	1857
	24/61 - 17	PILOT SPORT GT L	S8	Medium	9	235	248	605	1857
	24/61 - 17	PILOT SPORT GT	P2H	Wet	9	224	248	610	1861
18″	**24/64 - 18**	PILOT SPORT GT M	S9	Medium	9,5	225	255	646	2000
	24/64 - 18	PILOT SPORT GT	P2L	Wet	9,5	225	255	651	2000
	25/64 - 18	PILOT SPORT GT M	S8	Medium	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT M	S9	Hard	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT L	S8	Medium	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT L	S9	Hard	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT	P2L	Wet	10	231	269	647	2031
	27/65 - 18	PILOT SPORT GT M	S8	Medium	11	260	284	650	2015
	27/65 - 18	PILOT SPORT GT M+	S9	Medium	11	260	284	650	2015
	27/65 - 18	PILOT SPORT GT L	S8	Medium	11	260	298	648	1990
	27/65 - 18	PILOT SPORT GT L	S9	Medium	11	260	298	648	1990
	27/65 - 18	PILOT SPORT GT	P2L	Wet	11	260	299	652	2048
	27/68 - 18	PILOT SPORT GT L	S8	Medium	11	260	298	648	1990
	27/68 - 18	PILOT SPORT GT	P2L	Wet	11	255	295	684	2147
	30/65 - 18	PILOT SPORT GT M	S7	Soft	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M	S8	Medium	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M	S9	Hard	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M+	S9	Hard	11	285	308	651	2045
	30/65 - 18	PILOT SPORT CUP ^{GT}	H1	Hard	12,5 (LMP3)	289	328	650	2042
	30/65 - 18	PILOT SPORT CUP ^{GT}	H1	Hard	11 (GT)	289	304	651	2046
	30/65 - 18	PILOT SPORT GT	P2L	Wet	12,5	295	325	653	2057
	30/68 - 18	PILOT SPORT GT M	S7	Medium	12	306	327	678	2104
	30/68 - 18	PILOT SPORT GT M	S8	Hard	12	306	327	678	2104
	30/68 - 18	PILOT SPORT GT M	S9	Hard	12	306	327	678	2104
	30/68 - 18	PILOT SPORT CUP ^{GT}	H1	Hard	12,5	288	333	682	2141
	30/68 - 18	PILOT SPORT PRO ^{GT}	H1	Hard	12,5	298	334	688	2138
	30/68 - 18	PILOT SPORT GT	P2L	Wet	12,5	311	329	684	2150
	31/71 - 18	PILOT SPORT GT M	S7	Soft	13	310	347	712	2185
	31/71 - 18	PILOT SPORT GT M	S8	Medium	13	310	347	712	2185
	31/71 - 18	PILOT SPORT GT M	S9	Hard	13	310	347	712	2185
	31/71 - 18	PILOT SPORT CUP ^{GT}	H1	Hard	13	307	353	712	2236
	31/71 -18	PILOT SPORT PRO ^{GT}	H1	Hard	13	312	352	715	2223
	31/71 - 18	PILOT SPORT GT	P2L	Wet	13	313	347	711	2232

CIRCUIT GT - TOURING - PROTOTYPE

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18"	**33/68 - 18**	PILOT SPORT GT M	S8	Medium	13	312	352	682	2146
	33/68 - 18	PILOT SPORT GT M	S9	Hard	13	312	352	682	2146
19"	**24/65 - 19**	PILOT SPORT GT M	S8	Medium	9	230	249	647	1986
	24/65 - 19	PILOT SPORT GT M	S9	Medium	9	230	249	647	1986
	24/65 - 19	PILOT SPORT GT	P2L	Wet	9,5	222	269	652	2023
	24/65 - 19	PILOT SPORT GT	P2H	Wet	10	227	249	647	1986
	28/69 - 19	PILOT SPORT GT	P2H	Wet	11	275	306	690	2148
	31/71 - 19	PILOT SPORT GT M	S9	Hard	13	316	343	709	2192
	31/71 - 19	PILOT SPORT GT	P2L	Wet	13	316	344	711	2232

CIRCUIT PORSCHE CUP

DIAMETER	SIZE	RANGE	COMPOUND	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18"	**25/64 - 18**	PORSCHE CUP	N2	9,5	249	271	642	1990
	27/65 - 18	PORSCHE CUP	N2	11	263	295	646	2025
	27/68 - 18	PORSCHE CUP	N2R	11	265	306	679	2111
	30/65 - 18	PILOT SPORT CUP	N3	12	296	320	651	2020
	30/68 - 18	PORSCHE CUP	N2	12	298	327	680	2108
	31/71 - 18	PILOT SPORT CUP	N3	13	311	348	708	2197
	31/71 - 18	PILOT SPORT CUP	N3R	13	311	348	708	2199
	31/71 - 18	PORSCHE CUP	N2	13	314	348	707	2131

CIRCUIT SINGLE-SEATER

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
17"	**24/61 - 17**	PILOT SPORT M	P512	Wet	9	221	249	605	1863
	24/61 - 17	PILOT SPORT M	S512	Slick	9	220	249	602	1866
	28/64 - 17	PILOT SPORT M	P512	Wet	11	291	315	647	1995
	28/64 - 17	PILOT SPORT M	S512	Slick	11	290	315	642	1992

CIRCUIT PROTOTYPE LEGEND

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18"	33/65 - 18	PILOT SPORT LEGENDS	P219	Wet	13,5	312	357	651	2008
	33/65 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	13,5	312	357	651	2019
	33/68 - 18	PILOT SPORT LEGENDS	P219	Wet	13,5	312	360	681	2095
	33/68 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	13,5	312	360	681	2110
	36/71 - 18	PILOT SPORT LEGENDS	P219	Wet	14,5	350	391	710	2189
	36/71 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	14,5	350	391	710	2200
	37/71 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	14,5	356	400	715	2220

RECOGNISING AND ACTING

WHAT TO DO IN CASE OF DAMAGE?

If a customer notices a fault, he should report it to his distributor or to the technician on site.

To report a complaint, the distributor must log on to the following site:

https://motorsportclaim.michelingroup.com

1. Log on (ID + password).

2. Press the 'add a new claim' button.

3. Fill in all the fields in each page.

CAUTION: the customer,s email and the photos are mandatory. Quality of the photos must be appropriate.

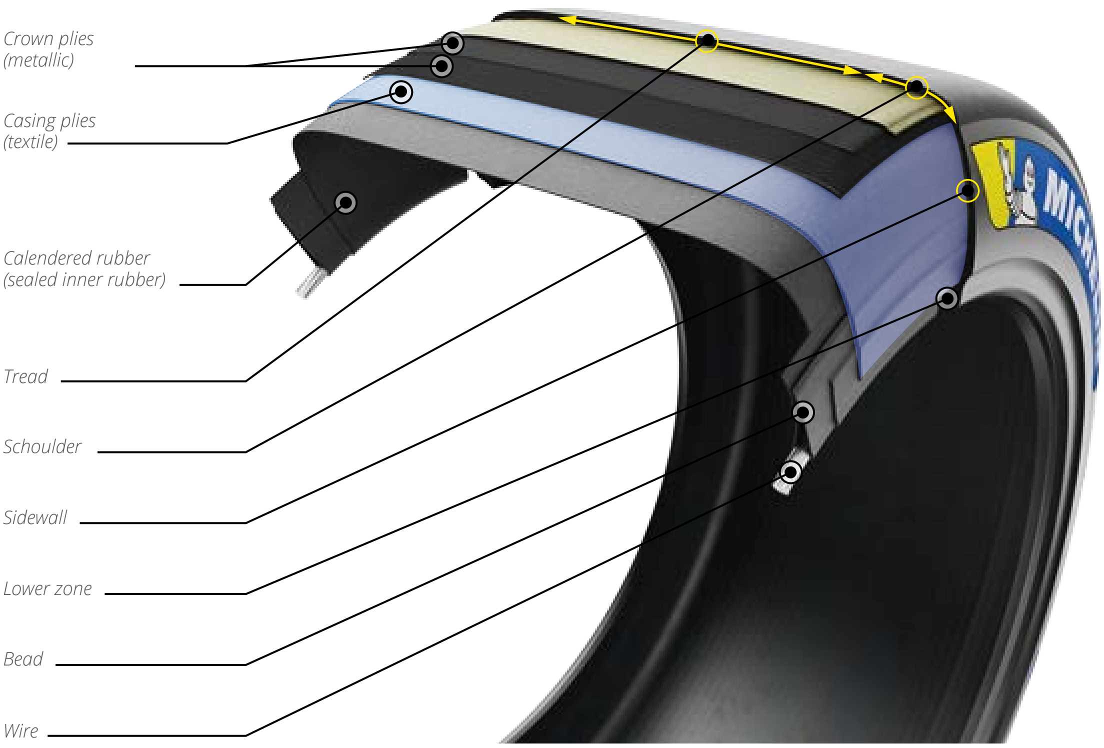
• Please review the information carefully before submitting your claim. At any time you can go back and add missing information,

• The claim will be taken into account and will go into analysis status,

• The customer (distributor in copy) will receive a reply by e-mail.

If Michelin expresses the need to appraise the tire, a request will be made to the distributor via the tool (tire to be returned to the address indicated).
The distributor must then reply when the tire is sent "tire sent".
Each distributor can track the progress of his claims via the tool.
The richness of the information provided contributes greatly to the quality and speed of the response.

PRESENTATION OF A TIRE

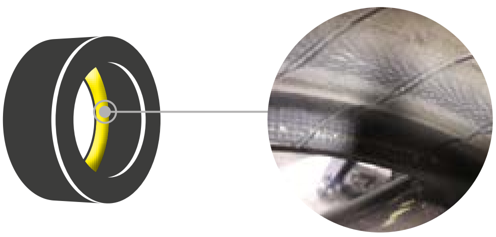


DAMAGE ON THE TIRES

NO INJURY OR DEFORMATION SHOULD BE OVERLOOKED

Any visible injury or abnormality (sidewall or tread deformation, deep cut, breakage, vibration, draught, etc.) must be examined in detail. The diagnosis will determine whether the tire can be repaired or whether it should be taken off the road for good.

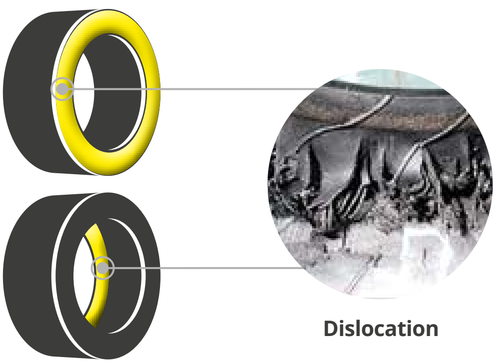
CONSEQUENCES OF UNDER-INFLATION



Marbling

Description	The symptoms and consequences of driving with underinflation can take the form of: • Marbling (folding of the inner liner), • Dislocation of all or part of the innerliner, • Total or partial loss of tread, • Circular rupture of the carcass ply.
Origins	Driving with insufficient pressure leads to excessive bending of the casing, causing abnormal heating and irreversible damage.
Checks / Advice	Damage can be undetectable from the outside, which is why there is a need, in the event of a puncture, to remove the tire to check its condition. Under no circumstances should a marbled tire be repaired and put back on the road. The tire must be replaced.

BREAKAGE OR DISLOCATION OF THE CASING PLIES FOLLOWING FLAT RUNNING



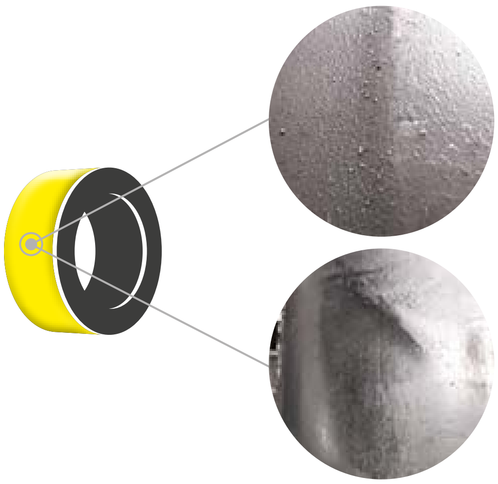
Dislocation

Description	Damage to the casing following a run-flat due to a loss of pressure, which may manifest itself as: • Deformation of the carcass at sidewall level, with possible cable rupture. • Radial cracks in the inner liner and / or of the sidewall rubber at one or more points. • Separation between the carcass ply and the crown block, which may lead to tearing.
Origins	All damage resulting in loss of pressure.
Checks / Advice	After a tire has punctured and run flat the tire must be removed and cannot be reused.

CRACKING SIDEWALL

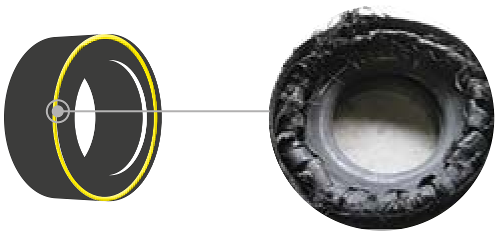
Description	Black rubber cracks.
Origins	Excessive heating which may be due to: • Extensive work on the carcass (in particular underinflated), • Exposure to ozone or prolonged exposure to light, • Contact with products such as waxes, varnishes, washing products, etc.
Checks / Advice	Following this type of incident, it is important to: • Check the conditions of use: roads, paths, type of driving... to adapt the tire to the correct use, • Adjust the tire load and pressures, • Check tire storage and maintenance conditions (in the shop or on the yard).

CROWN DEFORMATION
= EXTENDED SEPARATION OUR CROWN PLY CABLES WITHOUT RUST



Description	This damage may affect the top layer n°1 only, top sheet n°2 only or both top layers. Damage may manifest itself as deformation (bulging top) or torsion of the crown block, which may be localized over the width of the crown or circular on one edge.
Origins	This damage is linked to the ageing of the product.
Checks / Advice	A tire with a top deformation cannot be used. The tire must be replaced.

SEPARATION BETWEEN CROWN PLIES



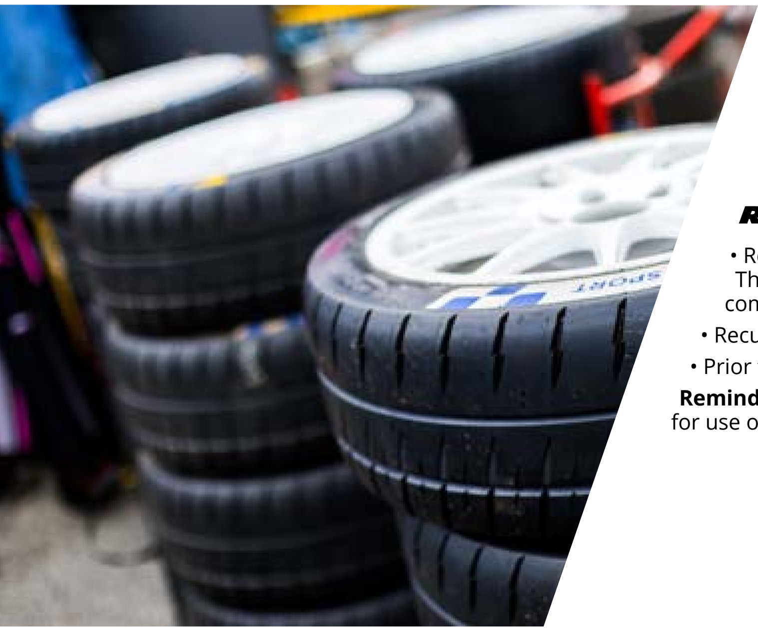
Description	Separation generally begins at the ends of the top layers and may develop into a pocket, or become generalised. Rubber between layers can be reduced to a powder. Sometimes you can observe a sticky rubber appearance. Sometimes shiny cables are evident due to friction. This damage can lead to a sudden loss of pressure or rupture of the carcass ply.
Origins	This phenomenon can have several causes: • Overloading or under-inflation, • Severe slippage, • Prolonged driving at high speed, • Localised stress when passing over an obstacle, • Hammering.

RULES FOR CHECKING BEFORE USE

Tires must be chosen in accordance with the vehicle's equipment, as defined by the tire manufacturer and the vehicle manufacturer. On the same axle, make sure that the tires are of the same type (brand, trade name, dimensions, structure).

Before ´tting:

- That the diameter of the rim corresponds exactly to the inside diameter of the tire.
- That the rim width conforms to that recommended by the manufacturer or, failing that, to the standards cited (ETRTO, TRA, JATMA, ETC.).
- That the type of rim (tubeless, tube type) corresponds to the type of tire.
- That the rim is in good condition and shows no signs of deterioration (cracks, deformation, etc.).
- The rim is strong enough to withstand the pressure required for fitting.
- That the tires show no signs of repair.
- The valves are in good condition; if not, replace them.



RECUTTING OF TIRES

- Recutting a tire modifies its characteristics and performance. The operation requires suitable equipment and tools, as well as compliance with instructions.
- Recutting a used tire (not new) is prohibited.
- Prior to any recutting operation, contact your Michelin technician.

Reminder: recutting or regrooving ECE R30-approved tires, intended for use on public roads, is prohibited.

CONDITIONS OF USE

- Never treat the tread rubber with a chemical.
- Do not use tires of 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 from your Michelin technician.

FITTING AND REMOVING A TIRE

Fitting, removing, inflating and balancing tires 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 guidelines and the legal rules in choosing tires.
- Prior inspection of the external and internal appearance of the tire by the fitter.
- Compliance with the tire fitting, removal, balancing and inflation procedures.
- Compliance with the positioning of the tire on the vehicle (left, right; front, rear).
- Compliance with the operating pressure.
- Measurement equipment 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.
- Make sure that the mounting equipment is suitable for to the type of installation. To use these devices the machine manufacturer's user manual.
- Observe the mounting direction for a directional tire.
- Lubricate the rim seats and tire beads with a suitable product.
- In the case of standard tube mounting (with inner tube), the size of the inner tube must correspond to that of the tire (section and diameter) and the rim must be in a condition to fit the inner tube without damaging it.

INFLATION & BALANCING

INFLATION

- **Important note:** only use inflation stations intended for this purpose. In no event should the operator remain in immediate proximity to the tire 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 allow 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 tire.
- Replace the valve interior and adjust the operating pressure.
- Install the polyamide cap with seal in order to ensure full leak-tightness.

BALANCING

- It is recommended the four tires be balanced for track use.
- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention is to be paid to the mechanisms (cone/ screw plate) centring the assembly on the machine.

STORAGE AND TRANSPORT

Tires 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 tire retains its performance. The storage location must be dry, ventilated, out of direct light and kept solely for tires. Racks allowing tires to be stored vertically are to be used in order to avoid tension on the casings.

DURING STORAGE AND TRANSPORT, THE TEMPERATURE MUST BE HIGHER THAN:

Circuit, Hill Climb and Classic competition range	Minimum storage temperature	Minimum transport temperature
Slick	10°C	15°C
Wet	5°C	10°C

Rally range	Minimum storage temperature	Minimum transport temperature
Asphalt	10°C	10°C
Gravel	10°C	10°C

TIRE AGEING

- Tires age, even if they are not used, or if they are only used occasionally; excessive tire age can lead to a loss of grip.
- Remove tires from use when these show clear signs of ageing or wear (cracks in the rubber of the tread, shoulder or lower zone sidewall, deformations, etc.). If in doubt, refer to a tire professional.
- We recommend using Michelin Competition tires within a maximum of 24 months following their date of purchase (within 4 months in the event of storage in severe tropical- type conditions) or within 12 months for wet tires.

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 tire 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) or rubber valves (rally).

CARE AND MAINTENANCE

- Check tire pressure before every ride and correct the pressure if it no longer corresponds the operating pressure. Tire pressure should be checked when the tires are cold (tires that have not been driven or heated).
- Nitrogen inflation does not dispense with the need to check tire pressure regularly.
- In the event of an unusual loss of pressure, check the external and internal condition of the tire as well as the condition of the wheel and valve.
- Any punctures, cuts or visible deformation must be examined in detail by a tire professional. Never use a damaged or deformed tire or one that has run flat.

RECOMMENDATIONS

- Michelin Competition tires are for use on events on closed roads and not for non-competitive road use.
- The integrity of a rally tire's construction is guaranteed for the wear or grip potential.
- Non-compliance with certain recommendations (e.g. camber, tire pressures) may lead to tire degradation or performance fall-off (higher wear, poor car balance, understeer, oversteer).
- These recommendations do not cover unforeseen incidents such as punctures.

Data for guidance only and may vary according to actual conditions of use. For use outside normal operating conditions, these recommendations must be adapted. Consult a professional.

DISCOVER OUR RECOMMENDATIONS IN REAL TIME *WITH THE QR CODE BELOW*

To stay updated of the latest recommendations available.

IN THE EVENT OF USE OUTSIDE NORMAL CONDITIONS OF USE, CONTACT THE MICHELIN MOTORSPORT TECHNICAL DEPARTMENT.