

<u>Circuit:</u>			HIGH SEVERITY		FONTANA - MILLER - PORTLAND				
			MID SEVERITY		LAGUNA SECA - SONOMA - WILLOWS				
SLICK tire			CARS: 996 GT3 Cup and 997 GT3 Cup						
			LEFT			RIGHT			
CIRCUIT TYPE	RIM	SIZE	P. TARGET (PSI)	P. MIN (PSI)	CAMBER MAX	CAMBER MAX	P. MIN (PSI)	P. TARGET (PSI)	
HIGH SEVERITY	9 x 18	245/645-18 DM	32-36	<u>24</u>	4.00	4.00	<u>24</u>	32-36	
	10 x 18	275/645-18 DH	32-36	<u>24</u>	3.75	3.75	<u>24</u>	32-36	
	11 x 18	305/645-18 DH	32-36	<u>24</u>	3.75	3.75	<u>24</u>	32-36	
	11 x 18	305/680-18 DH	32-36	<u>24</u>	3.75	3.75	<u>24</u>	32-36	
	12 x 18	315/675-18 DH	32-36	<u>24</u>	3.75	3.75	<u>24</u>	32-36	
MID SEVERITY	9 x 18	245/645-18 DM	30-34	<u>22</u>	4.50	4.50	<u>22</u>	30-34	
	10 x 18	275/645-18 DM	30-34	<u>22</u>	4.50	4.50	<u>22</u>	30-34	
	11 x 18	305/645-18 DH	30-34	<u>22</u>	3.75	3.75	<u>22</u>	30-34	
	11 x 18	305/680-18 DH	30-34	<u>22</u>	4.25	4.25	<u>22</u>	30-34	
	12 x 18	315/675-18 DH	30-34	<u>22</u>	4.25	4.25	<u>22</u>	30-34	

P. TARGET :

This is the ideal operational tire pressure. This value will be measured immediately after having used the tire on the circuit and must never, in any case, be lower than that recommended.

P. MIN :

Is the minimum value of the pressure that the tire should run. NEVER use the tire below the minimum pressure otherwise you will compromise the integrity of the tire. The pressure should be checked before the start of each run, INFLATE the tire if the pressure is below the recommended minimum value.

Pressure below the recommended value will cause an excessive sidewall deflection, risk of air loss between bead and rim, risk of bead unseating. All this factors compromise the integrity of the tire and can cause tire breaking.

During the first lap out from pit and the warm up lap we strongly recommend to avoid curbs or any other kind of hard impact to prevent air losses.

P. "COLD" :

Is the pressure measured before mounting the tire on the 996 GT3 Cup/997 GT3 Cup, or before the use of tire warmers, or any other kind of preliminary tire warming, before the start of any track session.

This value need to be determined with respect of the **P. MIN** value so you can achieve the **P TARGET** during the use of the tire on the track

This value need to be checked and adjusted to the calculated value at the same time every day until the end of the event.

P. RAIN :

the pressure for the rain tire changes according to the depth of standing water on the track. The cold pressure should not be less than 28 PSI when the track is damp.

CAMBER (negative) MAX :

is the maximum negative camber permitted. Negative camber greater than this limit should never be used otherwise the integrity of the tire will be compromised.

the value of the angle is calculated from the vertical load and take into account tire integrity, should be optimized according to the tire wear and car behave. It could be different between left and right side of the car respecting the maximum value suggested.

ROVAL ALIGNMENT

For combination road course ovals with sections of high-banking, or "rovals," the camber settings must be significantly reduced because the track's banking dramatically increases the load on the tires. The negative camber should be reduced by 1 to 1,5 degrees and the angle of inside wheels can be up to 0,5 degrees less than (more positive) the outsides.

TREAD PATTERN TEMPERATURE:

- SLICK tire - ideal temperature of the tread pattern in operation is between 160°F and 220°F.
- The tread pattern temperature should never be higher than 250°F.
- The optimal temperature difference between the inside and outside shoulder of the tire should not be higher than 60°F

Pirelli strongly recommends the use of metal valves.