



To: Trans Am Competitors (TA, TA2, TA3 & TA4)

Subject: Tire Procedures for Daytona International Speedway

Date: 3rd November, 2017

1. TA Class

- a. Pirelli requires that only new tires be used at Daytona.
- b. Front-Right tires must be purchased on-site; no other tires may be used.
 - i. Tires will be marked with specific positions during mounting, positions may not be rotated.
 - ii. Tires provided at Daytona will be the same construction and design as those used previously, setup changes will not be necessary.
- c. Camber and Inflation Pressure settings are required to follow CIRCUIT TECHNICAL BULLETIN # 3 - Daytona

2. TA2, TA3 & TA4 Class

- a. Pirelli advises that only new tires be used at Daytona.
- b. Camber and Inflation Pressure settings are required to follow CIRCUIT TECHNICAL BULLETIN # 3 - Daytona

For technical questions, please contact:

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Trans Am - TA

CIRCUIT TECHNICAL BULLETIN # 3 - Daytona

SLICK		RIM WIDTH	TIRE SIZE	P. TARGET (PSI)	P. MIN (PSI)	CAMBER MAX
	FRONT	16x12"	310/650-16	33	<u>19</u>	-2.50
	REAR	16x13"	340/715-16	33	<u>19</u>	-1.50
RAIN						
	FRONT	16x12"	310/650-16	36	<u>24</u>	-2.50
	REAR	16x13"	340/715-16	36	<u>24</u>	-1.50

P. TARGET :

Target optimum hot pressure value for the tire. The pressure should be measured immediately after the use of the tire on the track. Never set the pressure at lower values than recommended. Dry air or nitrogen is recommended to inflate tires to avoid excessive pressure build up.

P. MIN :

Minimum cold starting pressure for the tire. The minimum pressure needs to be checked before the car is run on the track. Never use the tire below the minimum pressure otherwise you will compromise the integrity of the tire.

Pressure below the minimum value will cause excessive deflection of the sidewall, risk of air loss between the bead and rim, and risk of bead unseating.

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

CAMBER MAX:

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 tyre 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.

ROVAL ALIGNMENT & PRESSURE:

For combination road course ovals with sections of high banking, the camber settings must be significantly reduced because the banking dramatically increases the load on the tires. Negative camber must be reduced by 1 degree on the outside wheels and 1.5 degrees on the inside wheels. The minimum cold starting pressure and the target hot pressure also need to be increased by 4 psi on the outside tires and 2 psi on the inside tires.

TREAD PATTERN TEMPERATURE:



SLICK tires – optimum tread temperature is between 160°F and 220°F. The temperature should never be higher than 250°F. The temperature difference between the inside shoulder and outside shoulder of the tires should not be greater than 40°F.

Pirelli strongly recommends the use of metal valves and caps.



Trans Am - TA2

CIRCUIT TECHNICAL BULLETIN # 3 - Daytona

SLICK		RIM WIDTH	TIRE SIZE	P. TARGET (PSI)	P. MIN (PSI)	CAMBER MAX
	FRONT	15x10"	275/695-15	32	<u>18</u>	-2.50
	REAR	15x10"	275/695-15	32	<u>18</u>	-1.50
RAIN						
	FRONT	15x10"	275/695-15	35	<u>24</u>	-2.50
	REAR	15x10"	275/695-15	35	<u>24</u>	-1.50

P. TARGET :

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Trans Am - TA3/4

CIRCUIT TECHNICAL BULLETIN # 3 - Daytona

SLICK		RIM WIDTH	TIRE SIZE	P. TARGET (PSI)	P. MIN (PSI)	CAMBER MAX
	FRONT		All	35	<u>20</u>	-3.00
	REAR		All	35	<u>20</u>	-2.00
RAIN						
	FRONT		All	35	<u>24</u>	-3.00
	REAR		All	35	<u>24</u>	-2.00

P. TARGET :

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