

	TECHNICAL BULLETIN 	Nov 2019
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Subject: Pirelli prescriptions for the next official Ferrari Challenge event at Daytona International Speedway, January 23rd - 25th, 2020.

Please find attached the Pirelli prescription for the next official event Ferrari North American Challenge Championship at Daytona International Speedway.

It is **STRONGLY** recommended to respect the Pirelli prescriptions to get the better result in performance and wear of the tires and to guarantee a safety condition.

We inform you that the 488 Challenge cars will run in Daytona in standard configuration (NOT EVO).

The Technical Bulletin N° 112 – Dec 2017 is still valid to correctly adjust the cambers within the range requested (copy of the TB N° 112 attached).

Thank you for your cooperation.

Oggetto: prescrizioni Pirelli per il prossimo evento Ferrari Challenge all'International Speedway a Daytona – 23-25 gennaio 2020.

In allegato alla presente le prescrizioni Pirelli per il set up vettura per il prossimo evento ufficiale del campionato nordamericano sull'International Speedway di Daytona.

E' **FORTEMENTE** consigliato rispettare le prescrizioni Pirelli per il corretto utilizzo degli pneumatici in termini di performance ed usura e per rimanere in condizioni di utilizzo in sicurezza.

Vi informiamo che le vetture 488 Challenge parteciperanno all'evento di Daytona in configurazione standard (NON EVO).

Il Bollettino Tecnico N° 112 di dicembre 2017 rimane ancora valido come modalità di regolazione camber entro i valori richiesti (copia del TB N° 112 allegata).

Grazie per la collaborazione.



FERRARI CHALLENGE F 488

DAYTONA 23-25 JANUARY 2020

	RIM WIDTH	TYRE SIZE	P. TARGET	P. MIN	CAMBER	MAX REAR
	FRONT	9,5	275/675-19 DH	31.9 (psi) 2.19 (bar)	20.4 (psi) 1.40 (bar)	-2,2°
	REAR	12	315/705-19 DH	33.53 (psi) 2.31 (bar)	20.4 (psi) 1.40 (bar)	-1,5°
	FRONT	9,5	275/675-19 WH	30.5 (psi) 2.10 (bar)	25.00 (psi) 1.72 (bar)	-2,0°
	REAR	12	315/705-19 WH	31.5 (psi) 2.17 (bar)	25.00 (psi) 1.72 (bar)	-1,5°



P. TARGET :

is the optimum pressure value for the tyre. The pressure should be measured immediately after the use of the tyre on the track. NEVER set the pressure at lower values than suggested.

P. MIN :

is the minimum pressure value. NEVER use the tyre below the minimum pressure otherwise you will compromise the integrity of the tyre. The minimum pressure needs to be checked before the car is moved

Pressure below the minimum value will cause excessive deflection of the sidewall and risk of air loss, compromising the integrity of the tyre.

During the first lap out from the pit and the warm up lap we strongly recommend to avoid impacts with rumble strips and curbs to prevent any tyre pressure loss

P. COLD :

is the pressure that is measured before mounting the tyre on the car, or before the use of tyre warmers, or before the start of any track session

This value need to be determined with respect to 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.

P. RAIN :

pressure for the rain tyre changes according to the depth of standing water on the track. The cold pressure should not be less than 25 PSI/1.70 BAR on damp track.

CAMBER (negative) MAX :

is the maximum negative camber permitted. Negative camber higher than this value can compromise the integrity of the tyre.

Pirelli strongly recommends the use of metal valves.