

Raceguide



2026

#06

September 27

6 hours of Fuji



2026 Timetable

Friday, September 25

10:15am
> 11:45pm **Free Practice 1**

2:30pm
> 4:00pm **Free Practice 2**

Saturday, September 26

9:30am
> 10:30am **Free Practice 3**

2:40pm
> 2:52pm **Hypercar
Qualifying**

3:00pm
> 3:10pm **Hypercar
Hyperpole**

Saturday, September 27

11:00pm **Start**



LOCAL TIME • Source: fiaf1.com
information subject to change

35
entries

17
hypercars

8
different
manufacturers



2026 6 hours of Fuji

107th FIA WEC race



First race in Asia for Michelin's latest
Pilot Sport Endurance slicks which
contain 50 percent renewable/
recycled materials

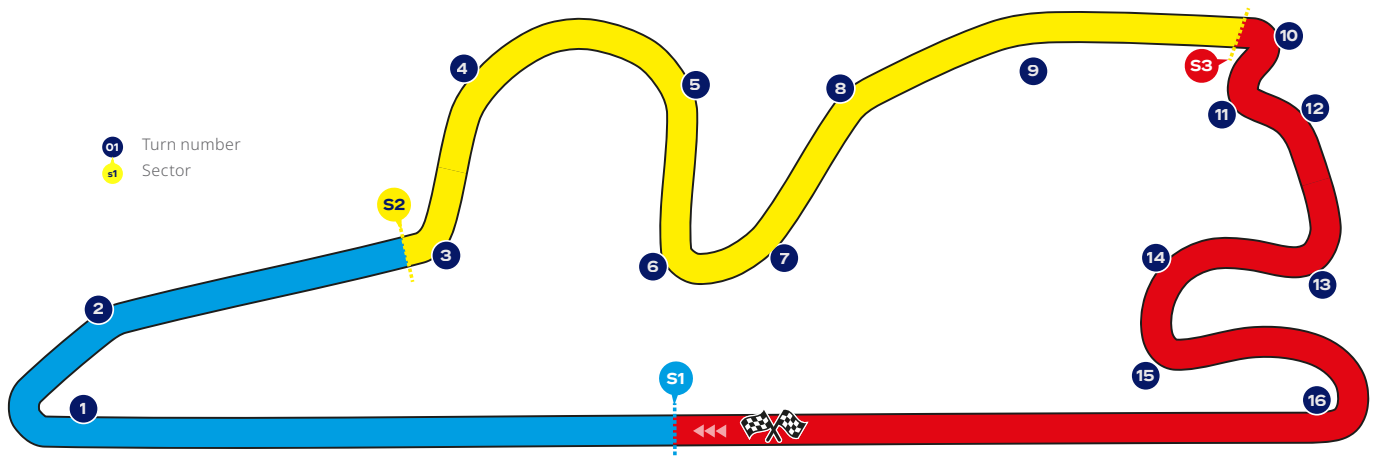
The championship
leader Toyota is
targeting a 10th FIA
WEC success at Fuji



Statistic

In contrast to Circuit of The Americas – where earlier this month the #7 Toyota's retirement with 10 minutes remaining resulted in the Japanese team's ninth failed attempt to win in Texas – the Japanese giant has won the 6 Hours of Fuji nine times! Ahead of this year's race, it tops the provisional standings, nine points clear of BMW, and will be keen to win its home race for the first time since 2023 with the Michelin Pilot Sport Endurance-equipped TR010 Hybrid Hypercar.

Fuji International Speedway



Clockwise

16
turns

4.563km



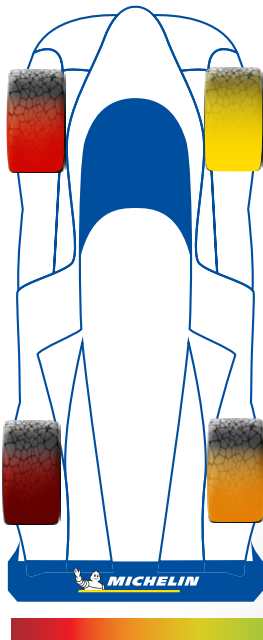
Lap record
(FIA WEC)

Mark Webber
(Porsche 919 Hybrid 🏆)
1m22.639s (2015)

FIA WEC
Hypercar record

Kamui Kobayashi
(Toyota GR010 🏆)
1m27.794s (2023)

Tire severity rating



- » Located in Oyama, Shizuoka Prefecture, near Mount Fuji
- » The 1.475-kilometer straight is one of the longest of a Grade-1 FIA circuit
- » The extremely twisty infield features 13 turns
- » Fuji International Speedway has been the property of Toyota since 2000
- » Fuji is the second-fastest FIA WEC circuit after Le Mans. It's also where today's Hypercars reach their highest speeds (318kph in 2025)
- » At that speed, the cars' Michelin Pilot Sport Endurance tires are submitted to a load of 2.6 tonnes
- » The left-side tires are subjected to a vertical load of 850kg through the fast 100R double right-hander (Turns 4/5)
- » In spite of the circuit's 1.475km straight, the cars generate a lateral force of 2g or more for a fifth of the lap



The 2025 race



Winners

- **Chatin/Habsburg/Milesi**
(Alpine A424 🇮🇹), 202 laps

Hyperpole

- **Alex Lynn**
(186.2kph)

Fastest race lap

- **Will Stevens**
(Cadillac V-Series.R 🏁), 1m30.507s (181.5kph)

Top speed

- **Malthe Jakobsen**
(Peugeot 9X8 ) , 318.6kph

100th FIA World Endurance Championship race

First world championship win for the Alpine
A424 and the crew of the #35 car

Second place for the Peugeot 9X8 was the car's best FIA WEC result

A new Hypercar race-lap record established by
Will Stevens (Cadillac/Michelin)

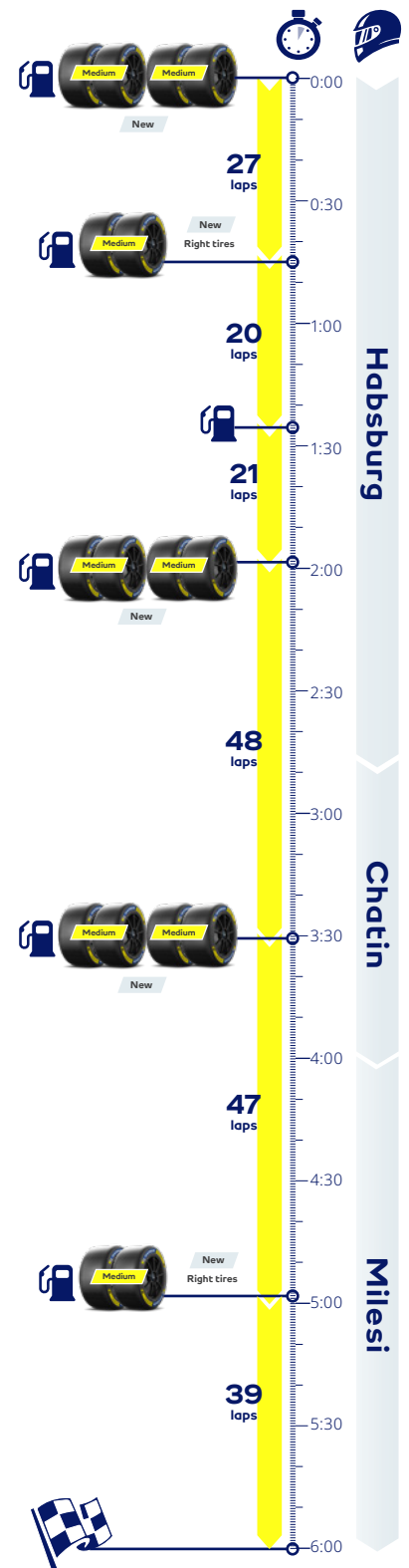
A late double-stint on the same tires contributed to the #35 Alpine's victory

Maximum distance on same tires



429_{KM}
(#009 Aston Martin)

The winners' strategy



Pierre Alves

(Manager, Endurance Racing Programs,
Michelin Motorsport)

Fuji Speedway is an interesting circuit when it comes to tire optimization because its three sectors are very different. The first includes the long straight where a good trade-off is necessary between aerodynamic performance, power and tire-temperature management. Sector 2 is more about fast corners, while the third is a sequence of slower turns that place the emphasis on mechanical grip. The key promises to be how the drivers care for their tires through T4 and T5, two fast turns where you need to preserve sufficient durability and grip potential for the last sector. Our new Michelin Pilot Sport Endurance slicks mark a step forward in terms of warm-up performance. They reach their ideal running temperature sooner

The aim is to strike the ideal balance between warm-up performance, immediate performance and degradation in order to benefit from consistent grip

into a stint, so the drivers feel more confident during early laps, especially when the track and tire temperatures are relatively low. At the same time, they need to optimize how their tires absorb the energy generated over the stint and avoid excessive thermal or mechanical degradation. As in 2025, the slicks we have for Fuji are the soft and medium to cover

the various temperature windows to be expected in September, while also giving teams different strategy-options depending on how the track conditions and temperature evolve over the weekend. The aim is to strike the ideal balance between warm-up performance, immediate performance and degradation in order to benefit from consistent grip over complete stints.



Michelin's FIA WEC record

106
wins

with 8 different manufacturers
including Toyota (51 wins), Porsche (21) and Audi (17)
with 63 different drivers
including S. Buemi (27), B. Hartley (24) and M. Conway (20)

13

Manufacturers'
world titles

13

drivers'
world titles





The Michelin Pilot Sport Endurance



Easy to spot thanks to its stand-out Vision graphics, the new Michelin Pilot Sport Endurance contains 50 percent renewable or recycled raw materials. The range comprises three slicks – soft (white sidewall marking), medium (yellow) and hard (red) – plus a rain tire (blue).

Following its nomination by the ACO (Automobile Club de l'Ouest) and FIA (Fédération Internationale de l'Automobile) as supplier for endurance racing's Hypercar prototypes, Michelin used advanced simulation technology to develop a bespoke Pilot Sport Endurance range in 2020. These tires made their race debut in May 2021 at Belgium's 6 Hours of Spa-Francorchamps.

After introducing a number of evolutions such as new sizes, Michelin began to work on an all-new range that contains 50 percent renewable/recycled materials, including rice husk, natural and recycled rubber, and recycled steel.

On completion of a two-year development and testing period, these tires are making their competitive debut in this year's FIA WEC.

Not only are they more sustainable, but they also deliver enhanced performance thanks to the work of Michelin Motorsport's

engineers on their warm-up characteristics and longevity. This is in response to the championship's regulations which ban tire-warming devices, as well as to mandatory double/triple-stinting due to smaller tire allowances per race.

With the exception of the Le Mans 24 Hours where all three compounds may be used, the number of different Michelin Pilot Sport Endurance slick specifications allowed per FIA WEC meeting is restricted to two.

Meanwhile, only one type of wet weather tire is authorized for the season. As a consequence, it needs to be capable of covering conditions ranging from damp or drying tracks to heavy rain.

Michelin is the sole tire supplier for the Hypercar prototypes (LMH, LMDh, hybrid, non-hybrid) which all run 29/71-18 and 34/71-18 front and rear Pilot Sport Endurances respectively.



The Michelin Pilot Sport Endurance at Fuji

Slicks



Soft compound
Dry or slightly damp conditions
Low temperatures



Medium compound
Dry conditions
The most versatile option

Only two slicks specifications available (three for Le Mans)

Tire warming systems may not be used

Compound for the Hyperpole session: medium

Rain tires



Soft compound
Wet conditions
Versatile

A single type of rain tire

Slicks allocation

Free practice	12 tires
Hyperpole	4 tires
Qualifying + race	18 tires

Sizes: Front: 29/71-18 • Rear: 34/71-18
Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches)

Technical requirements

	Pressure (minimum)	Camber
Front	Slick: 1.75 bar (25.4psi) Wet: 1.1 bar (16psi)	Between -3.0° and -1.0°
Rear	Slick: 1.75 bar (25.4psi) Wet: 1.1 bar (16psi)	Between -2.7° and -1.0°

Slick pressures are specified hot, whereas wet pressures are specified cold



Michelin's Hypercar partners

17 Hypercar prototypes representing 8 manufacturers

Aston Martin THOR Team

Aston Martin
Valkyrie AMR
(LMH)



Power unit: 6.5-liter
normally-aspirated V12
Power: 500kW



Front-wheel drive
Seven-speed Xtrac sequential
gearbox

#007



H. Tincknell
 T. Gamble

#009



A. Riberas
 M. Sorensen

Toyota Racing

Toyota
TRO10
(LMH)



Power unit: 3.5-liter V6 bi-turbo +
Toyota Hybrid System (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#7



M. Conway
 K. Kobayashi
 N. De Vries

#8



S. Buemi
 B. Hartley
 R. Hirakawa

BMW M Team WRT

BMW M
Hybrid V8
(LMDh)



Power unit: 4-liter V8 bi-turbo +
Bosch MGU (rear wheels)
Power: 477kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#15



D. Vanthoor
 R. Marciello
 K. Magnussen

#20



R. Rast
 R. Frijns
 S. Van Der Linde

Genesis Magma Racing

Genesis
GMR-001
(LMDh)



Power unit: 3.2l V8 Turbo
+ Bosch MGU Bosch (rear wheels)
Power: 500kW



Two-wheel drive
Seven-speed sequential
gearbox

#17



A. Lotterer
 P. Derani
 M. Jaubert

#19



P-L. Chatin
 M. Jaminet
 D. Juncadella

Alpine Endurance Team

Alpine A424
(LMDh)



Power unit: 3.4-liter V6 turbo
+ Bosch MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#35



C. Milesi
 F. Habsburg

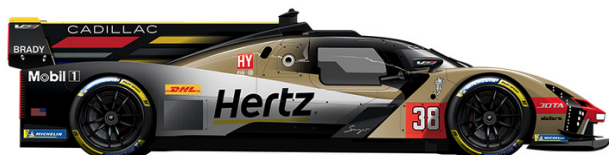
#36



J. Gounon
 V. Martins

Cadillac Hertz Team Jota

Cadillac
V-series.R
(LMDh)



#12



N. Nato
W. Stevens
R. Taylor



Power unit: 5.5-liter V8 + Bosch
MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#38



E. Bamber
S. Bourdais
J. Aitken

Ferrari AF Corse

Ferrari
499P
(LMH)



#50



A. Fuoco
M. Molina
N. Nielsen



Power unit: 3-liter V6 bi-turbo +
hybrid system (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#51



A. Pier Guidi
J. Calado
A. Giovinazzi

AF Corse

Ferrari
499P
(LMH)



#83



R. Kubica
Y. Ye
P. Hanson



Power unit: 3-liter V6 bi-turbo +
hybrid system (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

Peugeot TotalEnergies

Peugeot
9X8 (LMH)



#93



N. Cassidy
P. Di Resta
S. Vandoorne



Power unit: 2.5-liter V6 bi-turbo +
Peugeot MGU (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Sadev
sequential gearbox

#94



L. Duval
M. Jakobsen
T. Pourchaire

Hypercar standings

FIA World Endurance Championship (Hypercars)

Manufacturers			R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  18/10	R8  8/11	Total
1 st	Toyota		40	12	80	0	8				140
2 nd	BMW		16	43	37	31	4				131
3 rd	Ferrari		27	15	20	26	26				114

Drivers			R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  18/10	R8  8/11	Total
1 st	René Rast		10	25	36	4	0				75
1 st	Robin Frijns		10	25	36	4	0				75
2 nd	Kamui Kobayashi		15	10	50	0	0				75
2 nd	Mike Conway		15	10	50	0	0				75
2 nd	Nyck De Vries		15	10	50	0	0				75
3 rd	Sheldon Van Der Linde		0	25	36	4	0				65
4 th	Brendon Hartley		25	1	30	0	8				64
4 th	Ryō Hirakawa		25	1	30	0	8				64
4 th	Sébastien Buemi		25	1	30	0	8				64



2026 Calendar

R1 **6 hours Of Imola**
 (Italy) **April 19**

R2 **6 hours of Spa-Francorchamps**
 (Belgium) **May 9**

R3 **Le Mans 24 Hours**
 (France) **June 13-14**

R4 **6 hours of Sao Paulo**
 (Brazil) **July 12**

R5 **Lone Star Le Mans**
 (Texas, USA) **September 6**

R6 **6 hours of Fuji**
 (Japan) **September 27**

R7 **6 hours of Barcelona**
 (Spain) **October 18**

R8 **6 hours of Monza**
 (Italy) **November 8**

Following a tender process organized by the FIA (Fédération Internationale de l'Automobile), Michelin will remain the exclusive tire supplier to the FIA World Endurance Championship's Hypercar category until the end of 2032.

FIA WEC tire regulations

SPECIFICATIONS

Number of specifications for dry-weather tires			Number of specifications for wet-weather tires
Le Mans 24 Hours	Other races	Total over the season	
3	2	3	1

HYPERCAR ALLOCATION

The maximum number of dryweather tires that can be used during a Competition is defined as follows:

Free Practice	Hyperpole*	Qualifying + Race		
		6-hour races	8-hour races	10-hour races*
12	4	18	26	32

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- For the Hyperpole from the start of the session. Tires allocated for Hyperpole must be used only and exclusively for the Hyperpole session.
- To go from the pit lane to the starting grid before the start of the race, the tires used can be either dry-weather tires or wetweather tires and will not be counted in the allocation.
- At the start of a Competition, any dry weather tires used must be new.

WET-WEATHER TIRES

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

Under exceptional circumstances, upon request of the tire manufacturer, the Stewards may grant a derogation for the tire manufacturer to recut the wet-weather tire specification. This modification will be exclusively allowed for one Competition, done by the tire manufacturer,

under the condition that the tire manufacturer will supply all the Competitors with the same number of tires with the same modification (cutting pattern to be submitted to the ACO/FIA beforehand) at the same time..

OTHER FACTS

Any process that involves a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Infringement of the tire allowance: Stop & Go of 2 minutes per tire.

Infringement of the tire heating rules: Stop & Go of 3 minutes during the race.

Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

Only one tire technician is allowed to measure tire temperatures and pressures.

Tire changes may only be carried out on the starting grid up to the five-minute board, in front of the garage or inside the garage if significant work is being undertaken on the car, on the track in the case of a suspension of the race.

Each tire must be identified by RFID and barcode. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition.

**Motorsport
is the ultimate test for Michelin**



**Choose track-proven technologies
for everyday roads**

**Trust your tyres
for longer**

