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GreenGT Solar Powered Tyre Heating System

Why:

Until now, the tyres of endurance race cars are heated up to 70°C in small tents by a flow of hot air coming from a gas burning space heater. The resulting smell, fumes and noise pollutes the surroundings and the whole system is a safety risk in the paddocks. Therefore such heating will be banned in the coming years by the rules of the Le Mans Series and the 24 Hours of Le Mans

This is to the disliking of the teams, since a car on cold tyres will drift on cold tyres and may therefore be a safety concern for the other cars on the track. Hence the request from the Le Mans Series to come up with a « green » tyre heating system.

How:

During each Le Mans Series weekend, about 50 lorries sit behind the paddock in the sunshine with their large roof not used for any purpose. By covering these with solar cells, each lorry becomes a solar power plant of its own.

Heat the tyres on wheels up to 70°C within 40 minutes before their mounting on the car by using a « green » power source. For this we combine two proven systems: the FLEXCELL ® lightweight solar panels and the MA HORNE ® racing tyre heating blankets.

A pack of buffering batteries will be placed inside the lorry to provide continuous power. This pack is charged and held up to its charging level by a so-called solar tracker. The system is made redundant through powering the blankets from plugs in the garage.

Each heating cycle per set uses about 2 kW of electric power. This is equivalent to 12 kWh per car and per race weekend. For the whole field and all five races of the LMS season, that gives us over 3.300 kWh of electricity, which translates into a **saving of over full ton of CO2!** Taking into account that all the burners can be replaced by the GreenGT system, that give a potential of saving up to 10 tons of CO2 in a full LMS season.

The lorries have now become stand-alone power plants. This give more operating freedom during the races and in testing, as the teams have then a green and user friendly power supply of their own.

Next steps:

The system is currently undergoing full size field-testing with OAK Racing Team Mazda France and will then be made available for Le Mans Series.

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