

TO: Teams Manufacturers
CATEGORY: LMP1 LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_1920-D0026-LMGTE-BOP-FUJI

DATE: 13/09/2019 **FROM:** The Endurance Committee

SUBJECT: BOP & LMGTE Am success ballast for the Fuji Competition

APPLICABLE REGULATION

Article 6.3.4 2019-2020 FIA World Endurance Championship Sporting Regulations

Article 6.3.5 2019-2020 FIA World Endurance Championship Sporting Regulations

DECISION

In application of Articles 6.3.4 and 6.3.5 of the 2019-2020 FIA World Endurance Championship Sporting Regulations, please find below:

- on page 2/4, the LMGTE Pro table;
- on page 3/4, the LMGTE Am BOP & success ballast tables.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
 from:

And is applicable:

- until further notice**
 for the mentioned Competition(s) only

LMGTE PRO													
MANUFACTURER	MODEL NAME	CHASSIS			ENGINE				FUEL			ADDITIONAL COMMENTS	
		MINIMUM CAR WEIGHT (kg) (*)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR	1257 kg	-	1257 kg				See table	0,94	99 l.	-	99 l.	
FERRARI	488 GTE EVO	1280 kg	-	1280 kg				See table	1,10	91 l.	-	91 l.	
PORSCHE	911 RSR - 19	1254 kg	-	1254 kg	30,1 mm	-	30,1 mm		0,89	99 l.	-	99 l.	

Notes:

Adjustments are made with:

- the waivers required;
- with the data provided by the manufacturers;
- with the information provided by the manufacturers;
- with analysis made by FIA/ACO.

(*): weight including camera (or dummy) equipment

(1): the previous value is referring to the previous BOP

(2): the adjustments are related to the changes done for this BOP

ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,48	-	1,48
4500	1,53	-	1,53
5000	1,53	-	1,53
5500	1,54	-	1,54
6000	1,54	-	1,54
6500	1,49	-	1,49
7000	1,40	-	1,40
7200	1,37	-	1,37
7300	1,20	-	1,20

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,73	-	1,73
4500	1,70	-	1,70
5000	1,71	-	1,71
5500	1,70	-	1,70
6000	1,63	-	1,63
6500	1,54	-	1,54
7000	1,42	-	1,42
7100	1,10	-	1,10

Any decision taken by the Endurance Committee is not subject to appeal.

All decisions are available on: <http://fiawec.alkamelsystems.com/>

LMGTE AM										
MANUFACTURER	MODEL NAME	ENGINE				FUEL			ADDITIONAL COMMENTS	
		2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR				See table	0,94	96 l.	-	96 l.	
FERRARI	488 GTE EVO				See table	1,10	89 l.	-	89 l.	
PORSCHE	911 RSR GTE	30,2 mm	-	30,2 mm		0,89	98 l.	-	98 l.	

Notes:

Adjustments are made with:

- the waivers required;
- with the data provided by the manufacturers;
- with the information provided by the manufacturers;
- with analysis made by FIA/ACO.

(1): the previous value is referring to the previous BOP

(2): the adjustments are related to the changes done for this BOP

ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,45	-	1,45
4500	1,50	-	1,50
5000	1,50	-	1,50
5500	1,51	-	1,51
6000	1,51	-	1,51
6500	1,46	-	1,46
7000	1,37	-	1,37
7200	1,34	-	1,34
7300	1,20	-	1,20

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,69	-	1,69
4500	1,66	-	1,66
5000	1,67	-	1,67
5500	1,66	-	1,66
6000	1,59	-	1,59
6500	1,50	-	1,50
7000	1,38	-	1,38
7100	1,10	-	1,10

		CHASSIS					
COMPETITOR NUMBER	COMPETITOR NAME	MINIMUM CAR WEIGHT (kg) (*)					final
		initial	SB (race-1)	SB (race-2)	SB (champ.)	offset (**)	
54	AF CORSE	1290				-20	1270
56	TEAM PROJECT 1	1249				-20	1229
57	TEAM PROJECT 1	1249				-20	1229
62	RED RIVER SPORT	1290				-20	1270
70	MR RACING	1290	5		5	-20	1280
77	DEMPSEY-PRTON RACING	1249				-20	1229
83	AF CORSE	1290	15		15	-20	1300
86	GULF RACING	1249				-20	1229
88	DEMPSEY-PROTON RACING	1249				-20	1229
90	TF SPORT	1267				-20	1247
98	ASTON MARTIN RACING	1267	10		10	-20	1267

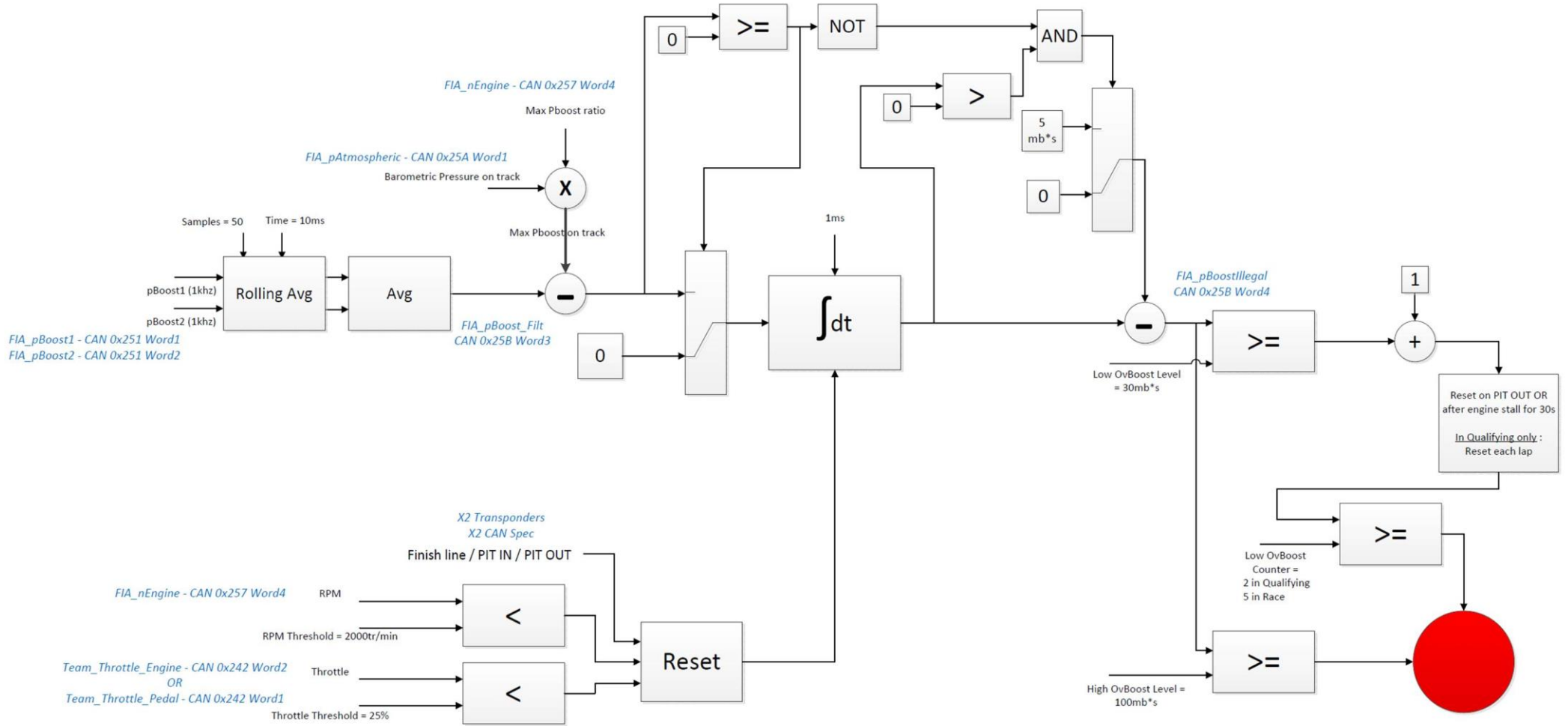
(*): weight including camera (or dummy) equipment

(**): for tyre safety boundaries

Any decision taken by the Endurance Committee is not subject to appeal.

All decisions are available on: <http://fiawec.alkamelsystems.com/>

Maximum Boost Pressure Control Strategy



Any decision taken by the Endurance Committee is not subject to appeal.

All decisions are available on: <http://fiawec.alkamelsystems.com/>