



## DECISION OF THE ENDURANCE COMMITTEE



**To:**  Teams  Manufacturers  
**Category:**  LM P1  LM P2  LM GTE Pro  LM GTE Am  
**Decision N°:** 16-D0018-LMGTE  
**Date:** 01/06/2016  
**Re:** Balance of Performance

### Mission concerned

**Article: 7.4.3**

- 2016 FIA World Endurance Championship Sporting Regulations**  
 2016 Technical Regulations for Prototypes LMP1  
 2016 Technical Regulations for Prototypes LMP2  
 2016 Technical Regulations for Le Mans Grand Touring Cars LM GTE Pro  
 2016 Technical Regulations for Le Mans Grand Touring Cars LM GTE Am  
 Internal Regulations of the FIA Endurance Commission

### Decision

Please find below on page 2/2 the LMGTE Pro & Am BoP tables.

### Period of validity/application of the decision

This decision comes into effect:

- with immediate application  
 from:  
 from the following event :

And is applicable:

- until further notice  
 for the above-mentioned event(s) only

### Committee Members

Denis CHEVRIER

Vincent BEAUMESNIL

**Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 4.11.2 b of the WEC Sporting Regulations.**

This decision is available on the following websites:

- [www.fia.com](http://www.fia.com)
- <http://sport.lemans.org>

## Adjustment of Performance

### Decision N°: 16-D0018-LMGTE – 01/06/2016

LMGTE PRO		CHASSIS			ENGINE				FUEL						
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			MAXIMUM FUEL RIG RESTRICTOR DIAM. (mm)		
		base (**)	adjust.	final (**)	base	adjust.	final			base	adjust.	final	base	adjust.	final
PORSCHE	911 RSR (2016)	+1240 kg	-	<b>+1240 kg</b>	30,0 mm	-	<b>30,0 mm</b>		<b>0,89</b>	90 l.	+5 l.	<b>95 l.</b>	TBD	-	
FERRARI	488 GTE	+1240 kg	+10 kg	<b>+1250 kg</b>				See table	<b>1,10</b>	86 l.	+5 l.	<b>91 l.</b>	TBD	-	
FORD	GT	+1240 kg	-	<b>+1240 kg</b>				See table	<b>0,90</b>	90 l.	+5 l.	<b>95 l.</b>	TBD		
ASTON MARTIN	VANTAGE	+1240 kg	-50 kg	<b>+1190 kg</b>	29,8 mm	-0,4 mm	<b>29,4 mm</b>		<b>0,88</b>	95 l.	+5 l.	<b>100 l.</b>	TBD	-	
CHEVROLET	CORVETTE C7.R	+1240 kg	-	<b>+1240 kg</b>	29,3 mm	-0,2 mm	<b>29,1 mm</b>		<b>0,88</b>	88 l.	+5 l.	<b>93 l.</b>	TBD	-	

#### Ferrari 488 GTE

Engine speed (rpm)	Pboost ratio Max (-)
4000	1,67
4500	1,65
5000	1,67
5500	1,64
6000	1,58
6500	1,49
7000	1,37
7100	1,10


#### Ford GT

Engine speed (rpm)	Pboost ratio Max (-)
4200	1,48
4500	1,48
5000	1,48
5500	1,48
6000	1,43
6500	1,38
7000	1,26
7100	1,00

LMGTE AM		CHASSIS			ENGINE			FUEL						AERODYNAMIC					
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM ONBOARD FUEL VOLUME (liter)			MAXIMUM FUEL RIG RESTRICTOR DIAM. (mm)			HEIGHT OF REAR WING (mm)			GURNEY HEIGHT (mm)		
		base (**)	adjust.	final (**)	base	adjust.	final	base	adjust.	final	base	adjust.	final	base	adjust.	final	base	adjust.	final
PORSCHE	911 RSR (991)	+1245 kg	-20 kg	<b>+1225 kg</b>	28,6 mm	+0,7 mm	<b>29,3 mm</b>	90 l.	+5 l.	<b>95 l.</b>	28,0 mm	+2,5 mm	<b>30,5 mm</b>	-100 mm	-	<b>-100 mm</b>	25 mm	-	<b>25 mm</b>
FERRARI	458 ITALIA - model 2015	+1245 kg	-10 kg	<b>+1235 kg</b>	28,3 mm	-	<b>28,3 mm</b>	90 l.	-	<b>90 l.</b>	28,0 mm	-	<b>28,0 mm</b>	-100 mm	-	<b>-100 mm</b>	25 mm	-	<b>25 mm</b>
ASTON MARTIN	V8 VANTAGE	+1245 kg	-20 kg	<b>+1225 kg</b>	28,3 mm	+1,1 mm	<b>29,4 mm</b>	90 l.	+10 l.	<b>100 l.</b>	28,0 mm	-	<b>28,0 mm</b>	-100 mm	+100 mm	<b>0 mm</b>	25 mm	-25 mm	<b>0</b>
CHEVROLET	CORVETTE C7-Z06	+1245 kg	-	<b>+1245 kg</b>	27,9 mm	+1,2 mm	<b>29,1 mm</b>	90 l.	-	<b>90 l.</b>	28,0 mm	-	<b>28,0 mm</b>	-100 mm	+75 mm	<b>-25 mm</b>	25 mm	-25 mm	<b>0</b>

Note: Adjustments below are made with the waivers required, with the data and information provided by the manufacturers until now, with the data of Ladoux test and with analysis made by FIA/ACO

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

 To be used with minimum length of fuel hose of 480 cm