



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: **16-D0042-LMGTE**
Date: 07/10/2016
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://sport.lemans.org>

Adjustment of Performance

Decision N°16-D0042-LMGTE – 07/10/2016

LMGTE PRO		CHASSIS			ENGINE				FUEL						ADDITIONAL COMMENTS	
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 (1)	adjust.	final (1)	base	adjust.	final			base	adjust.	final	base (2)	adjust.		final (2)
PORSCHE	911 RSR (2016)	+1243 kg	-30 kg	+1213 kg	30,0 mm	+0,2 mm	30,2 mm		0,89	90 l.	-	90 l.	28,8 mm	-	28,8 mm	
FERRARI	488 GTE	+1243 kg	+25 kg	+1268 kg				See table	1,10	86 l.	-	86 l.	28,2 mm	-	28,2 mm	
FORD	GT	+1243 kg	+5 kg	+1248 kg				See table	0,90	90 l.	-	90 l.	28,8 mm	+4,5 mm	33,3 mm	
ASTON MARTIN	VANTAGE	+1243 kg	-60 kg	+1183 kg	29,8 mm	-0,8 mm	29,0 mm		0,88	95 l.	-	95 l.	33,8 mm	-	33,8 mm	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY
CHEVROLET	CORVETTE C7.R	+1243 kg	-20 kg	+1223 kg	29,3 mm	+0,1 mm	29,4 mm		0,91	88 l.	-	88 l.	28,5 mm	-	28,5 mm	

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	1,46
4500	1,46
5000	1,46
5500	1,46
6000	1,41
6500	1,36
7000	1,24
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 (1)	adjust.	final (1)	base	adjust.	final	base	adjust.	final	base	adjust.	final	base	adjust.	final	base	adjust.	final
PORSCHE	911 RSR (991)	+1248 kg	-30 kg	+1218 kg	28,6 mm	+0,7 mm	29,3 mm	90 l.	-	90 l.	28,0 mm	+0,8 mm	28,8 mm	-100 mm	-	-100 mm	25 mm	-	25 mm
FERRARI	458 ITALIA - model 2015	+1248 kg	-10 kg	+1238 kg	28,3 mm	-	28,3 mm	90 l.	-5 l.	85 l.	28,0 mm	-	28,0 mm	-100 mm	-	-100 mm	25 mm	-	25 mm
ASTON MARTIN	V8 VANTAGE	+1248 kg	-20 kg	+1228 kg	28,3 mm	+0,8 mm	29,1 mm	90 l.	+5 l.	95 l.	29,7 mm	-	29,7 mm	-100 mm	+100 mm	0 mm	25 mm	-10 mm	15 mm
CHEVROLET	CORVETTE C7-Z06	+1248 kg	-10 kg	+1238 kg	27,9 mm	+1,2 mm	29,1 mm	90 l.	-	90 l.	28,8 mm	-	28,8 mm	-100 mm	+75 mm	-25 mm	25 mm	-	25 mm

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

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

(2): Refuelling restrictor declared by manufacturer to permit a complete refuelling (corresponding to the car maximum onboard fuel volume) in at least 30 seconds