



DECISION OF THE ENDURANCE COMMITTEE



To: ☒ Teams ☒ Manufacturers
Category: ☐ LM P1 ☐ LM P2 ☒ LM GTE Pro ☒ LM GTE Am
Decision N°: 17-D0038-LMGTE
Date: 26/07/2017
Re: Balance of Performance

Mission concerned

Article: 7.4.3

☒ 2017 FIA World Endurance Championship Sporting Regulations

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:

- <http://www.fia.com/fia-endurance-committee>
- <http://sport.lemans.org/login.php>

Adjustment of Performance

Decision N°: 17-D0038-LMGTE – 26/07/2017

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)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
PORSCHE	911 RSR GTE	1258 kg	-2 kg	1256 kg	30,8 mm	+0,1 mm	30,9 mm		0,89	98 l.	-	98 l.	
FERRARI	488 GTE	1268 kg	+5 kg	1273 kg				See table	1,10	92 l.	-	92 l.	
FORD	GT	1273 kg	-2 kg	1271 kg				See table	0,90	92 l.	-	92 l.	
ASTON MARTIN	VANTAGE	1188 kg	-2 kg	1186 kg	29,7 mm	+0,1 mm	29,8 mm		0,88	98 l.	-	98 l.	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY MINIMUM RIDE HEIGHT 45mm

LMGTE Pro Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,76	-0,02	1,74
4500	1,73	-0,02	1,71
5000	1,74	-0,02	1,72
5500	1,73	-0,02	1,71
6000	1,66	-0,02	1,64
6500	1,57	-0,02	1,55
7000	1,45	-0,02	1,43
7100	1,10	-	1,10

Ford GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1,45	+0,01	1,46
4500	1,46	+0,01	1,47
5000	1,46	+0,01	1,47
5500	1,46	+0,01	1,47
6000	1,41	+0,01	1,42
6500	1,36	+0,01	1,37
7000	1,24	+0,01	1,25
7100	1,00	-	1,00

LMGTE AM																	
HOMOLOGATED BEFORE 2016		CHASSIS			ENGINE			FUEL			AERODYNAMIC						ADDITIONAL COMMENTS
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg) (**)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM ONBOARD FUEL VOLUME (liter)			HEIGHT OF REAR WING (mm)			GURNEY HEIGHT (mm)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final	prev. (1)	adjust. (2)	final	prev. (1)	adjust. (2)	final	prev. (1)	adjust. (2)	final	
PORSCHE	911 RSR (991)	1198 kg	-	1198 kg	30,0 mm	-	30,0 mm	94 l.	-	94 l.	-100 mm	-	-100 mm	25 mm	-	25 mm	MINIMUM RIDE HEIGHT 45mm
FERRARI	458 ITALIA - model 2015	1233 kg	-	1233 kg	29,0 mm	-	29,0 mm	94 l.	-	94 l.	-100 mm	-	-100 mm	25 mm	-	25 mm	MINIMUM RIDE HEIGHT 50mm
HOMOLOGATED FROM 2016		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)							
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)	final					
FERRARI	488 GTE	1288 kg	+15 kg	1303 kg				See table	1,10	88 l.	-	88 l.	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY MINIMUM RIDE HEIGHT 45mm				
ASTON MARTIN	VANTAGE	1208 kg	-	1208 kg	29,0 mm	-	29,0 mm		0,88	95 l.	-	95 l.					

LMGTE Am Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,70	-	1,70
4500	1,68	-	1,68
5000	1,69	-	1,69
5500	1,68	-	1,68
6000	1,62	-	1,62
6500	1,53	-	1,53
7000	1,41	-	1,41
7100	1,10	-	1,10

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

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

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

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