



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: 18-D0034-LMGTE
Date: 15/06/2018
Re: Balance of Performance

Mission concerned

Article: 7.4.3

2018-2019 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

Gilles SIMON

Thierry BOUVET

Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 4.10.2 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>

Decision N°: 18-D0034-LMGTE – 15/06/2018

LMGTE PRO													
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	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR	1268 kg	-10 kg	1258 kg				See table	0.94	105 l.	-	105 l.	
BMW	M8 GTE	1281 kg	-10 kg	1271 kg				See table	1.08	97 l.	-	97 l.	
CORVETTE	C7.R	1254 kg	-5 kg	1249 kg	29.5 mm	-	29.5 mm		0.88	96 l.	-	96 l.	
FERRARI	488 GTE EVO	1291 kg	-	1291 kg				See table	1.10	92 l.	+1 l.	93 l.	
FORD	GT	1267 kg	+8 kg	1275 kg				See table	0.90	96 l.	-	96 l.	
PORSCHE	911 RSR GTE	1259 kg	+10 kg	1269 kg	30.3 mm	-	30.3 mm		0.89	101 l.	-	101 l.	

(1): the previous value is referring to the previous BOP
 (2): the adjustments are related to the changes done for this BOP

Notes:

Adjustments are made with:

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

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

(***): onboard fuel volume allocated to restrict stint length to 14 laps

No car may do more than 11 laps in the first stint and 13 laps in the last stint of the race

All other stints may not be longer than 14 laps during the entire race

Between two stints, the fuel coupling should be connected to the car (therefore coupling sensor triggered)

Refuelling restrictor diameter must be chosen and declared by the competitor so that the refuelling time for a full stint is minimum 35 seconds and maximum 40 seconds

ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.42	+0.03	1.45
4500	1.47	+0.03	1.50
5000	1.47	+0.03	1.50
5500	1.48	+0.03	1.51
6000	1.48	+0.03	1.51
6500	1.43	+0.03	1.46
7000	1.34	+0.03	1.37
7200	1.31	+0.03	1.34
7300	1.20	-	1.20

BMW - M8 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
3500	2.07	-	2.07
4000	2.09	-	2.09
4500	2.10	-	2.10
5000	1.94	-	1.94
5500	1.77	-	1.77
6000	1.63	-	1.63
6500	1.55	-	1.55
6750	1.48	-	1.48
7000	1.30	-	1.30
7100	1.10	-	1.10

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.69	-	1.69
4500	1.67	-	1.67
5000	1.69	-	1.69
5500	1.66	-	1.66
6000	1.60	-	1.60
6500	1.51	-	1.51
7000	1.39	-	1.39
7100	1.10	-	1.10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1.42	-	1.42
4500	1.42	-	1.42
5000	1.42	-	1.42
5500	1.42	-	1.42
6000	1.37	-	1.37
6500	1.32	-	1.32
7000	1.20	-	1.20
7100	1.00	-	1.00

LMGTE AM													
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
ASTON MARTIN	VANTAGE	1263 kg	-10 kg	1253 kg	28.8 mm	-	28.8 mm		0.88	102 l.	-	102 l.	AERO.KIT "D" WITH 7.5mm REAR WING GURNEY MANDATORY MINIMUM RIDE HEIGHT 50mm
FERRARI	488 GTE	1291 kg	-	1291 kg				See table	1.10	91 l.	-	91 l.	
PORSCHE	911 RSR GTE	1269 kg	+10 kg	1279 kg	29.9 mm	-	29.9 mm		0.89	100 l.	-	100 l.	

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Notes:

Adjustments are made with:

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

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

(***): onboard fuel volume allocated to restrict stint length to 14 laps

No car may do more than 12 laps in the first stint and 13 laps in the last stint of the race

All other stints may not be longer than 14 laps during the entire race

Between two stints, the fuel coupling should be connected to the car (therefore coupling sensor triggered)

Refuelling restrictor diameter must be chosen and declared by the competitor so that the refuelling time for a full stint is minimum 45 seconds and maximum 50 seconds

Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.66	-	1.66
4500	1.64	-	1.64
5000	1.66	-	1.66
5500	1.63	-	1.63
6000	1.57	-	1.57
6500	1.48	-	1.48
7000	1.36	-	1.36
7100	1.10	-	1.10