ENDURANCE COMMITTEE

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

TO: ☒ Teams ☒ Manufacturers

CATEGORY: ☐ LMP1 ☐ LMP2 ☒ LMGTE Pro ☒ LMGTE Am

DECISION N°: WEC_1920-D0045-LMGTE-BOP-LEMANS

DATE: 08/09/2020 **FROM:** The Endurance Committee

SUBJECT: BOP & LMGTE Am success ballast for the Le Mans Competition

APPLICABLE REGULATION

Article 6.3.4 ☒ *2020 24 Hours of Le Mans Supplementary Regulations*

DECISION

In application of Article 6.3.4 of the 2020 24 Hours of Le Mans Supplementary 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	1246 kg	-	**1246 kg**				See table	**0,94**	96 l.	+1 l.	**97 l.**	AEROKIT B
FERRARI	488 GTE EVO	1279 kg	-	**1279 kg**				See table	**1,10**	89 l.	-	**89 l.**	
PORSCHE	911 RSR - 19	1286 kg	-	**1286 kg**		-	**30,0 mm**		**0,89**	97 l.	-	**97 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 **prev**ious value is referring to the previous BOP*
*(2): the **adjust**ments are related to the changes done for this BOP*
For refuelling time, please refer to Endurance Committee decision WEC_1920-D0043-LMGTE-Le-Mans-Refuelling

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	+0,02	**1,45**
7000	1,34	+0,02	**1,36**
7200	1,31	+0,01	**1,32**
7300	1,20	-	**1,20**

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,70	-	**1,70**
4500	1,68	-	**1,68**
5000	1,70	-	**1,70**
5500	1,67	-	**1,67**
6000	1,61	-	**1,61**
6500	1,52	-	**1,52**
7000	1,40	-	**1,40**
7100	1,10	-	**1,10**

LMGTE AM

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	1246 kg	+10 kg	**1256 kg**				See table	**0,94**	95 l.	-	**95 l.**	AEROKIT B
FERRARI	488 GTE EVO	1279 kg	+10 kg	**1289 kg**				See table	**1,10**	87 l.	-	**87 l.**	
PORSCHE	911 RSR GTE	1266 kg	+10 kg	**1276 kg**	29,9 mm	-	**29,9 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.

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

*(1): the **prev**ious value is referring to the previous BOP*
*(2): the **adjust**ments are related to the changes done for this BOP*
For refuelling time, please refer to Endurance Committee decision WEC_1920-D0043-LMGTE-Le-Mans-Refuelling

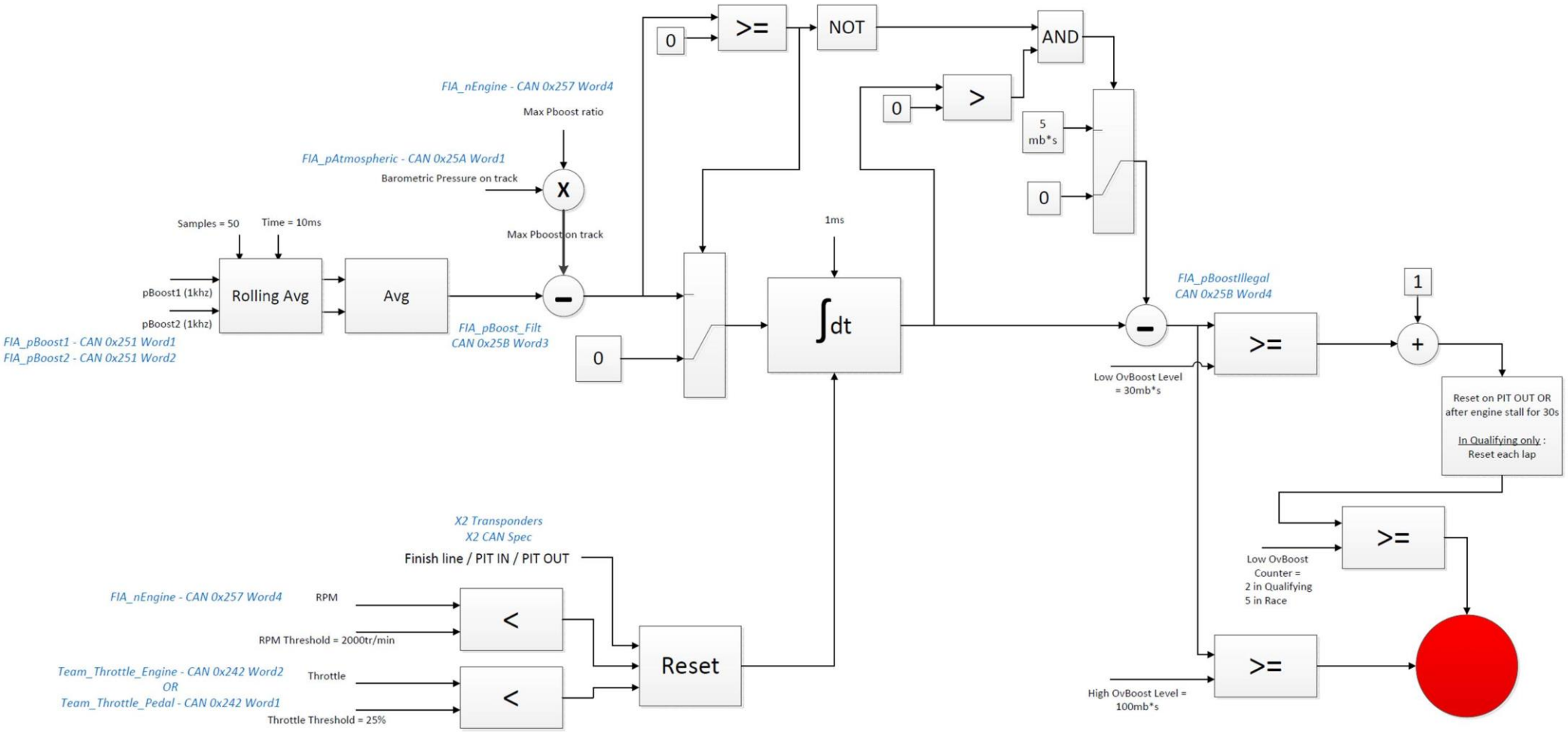
ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,42	-	**1,42**
4500	1,47	-	**1,47**
5000	1,47	-	**1,47**
5500	1,48	-	**1,48**
6000	1,48	-	**1,48**
6500	1,42	-	**1,42**
7000	1,33	-	**1,33**
7200	1,29	-	**1,29**
7300	1,20	-	**1,20**

FERRARI - 488 GTE EVO

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**

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/