WEC COMMITTEE

FIA WORLD ENDURANCE CHAMPIONSHIP

To: ☒ Hypercar ☒ LMGT3

Decision: WEC_2026 _D06_All_Compensation_ballast

Date: 25/03/2026

Subject: Compensation ballast – drivers' weight

APPLICABLE REGULATION(S)

☒ *2026 LMGT3 Technical Regulations*

DECISION

1) DEFINITIONS

Driver
Person from the official entry list nominated to drive a dedicated racing car identified by its starting number.

Seat insert
The part that fits between the Driver's overalls and the seat that is rigidly attached to the chassis.
Any kind of seat insert permanently installed in the seat and identical for all Drivers, it will be considered as part of the minimum dry weight of the car.
The seat insert is the part that is being installed or removed during a Driver change in the race.

Driver weight
Measurement in kilograms of the weight of the Driver with their complete safety clothing in accordance with Art 4.2.1 of the applicable Sporting Regulations (i.e. overall, gloves, shoes, underwear top and bottom, socks, helmet, HANS device), and seat insert specific to that Driver, if applicable.

Minimum driver weight
The minimum driver weight that will be considered for the Competition is the one declared in ACO Tech by the Competitor prior to the completion of scrutineering checks of the relative Competition.
In exceptional circumstances only, the Competitor may update the minimum driver's weight after the completion of scrutineering checks only after the approval of the Technical Delegates.

Average minimum crew weight
Sum of the minimum driver weight of all Drivers of a dedicated car number divided by the number of drivers registered for the same dedicated car number.

Driver compensation ballast
Reference crew weight (see category specific information below) minus average minimum crew weight. The value will be rounded to the highest integer number. The maximum negative driver compensation ballast permitted is minus 5kg, (i.e. if the calculation gives -10 kg; the compensation ballast should be -5 kg).

Qualifying / Hyperpole driver compensation ballast (for Hypercar only)
Reference crew weight (see category specific information below) minus the minimum driver weight of the lightest of all drivers taking part in Qualifying and/or Hyperpole for any given car number. The value will be rounded to the highest integer number. The maximum negative Qualifying/Hyperpole driver compensation ballast adjustment permitted is minus 5kg, (i.e. if the calculation gives -10 kg, the compensation ballast should be -5 kg)

Qualifying / Hyperpole BSFC compensation ballast (for Hypercar only)
Ballast correction to account for discrepancies between manufacturer powertrains. The value is defined in each manufacturer homologation document.

Compensated minimum car weight (LMGT3 all sessions, Hypercar all sessions except Qualifying / Hyperpole)
Calculated as the sum of BOP car weight applicable to the Competition and Driver compensation ballast (applicable to each car individually).

Qualifying / Hyperpole compensated minimum car weight (for Hypercar only and for Qualifying / Hyperpole only)
Calculated as the sum of BOP car weight applicable to the Competition and Qualifying / Hyperpole driver compensation ballast and Qualifying / Hyperpole BSFC compensation ballast.

2) LMGT3 SPECIFIC

For all sessions during a Competition, the minimum dry weight of the car, as measured on the scrutineering scales must, be equal to or greater than the Compensated minimum car weight.

The Driver Compensation Ballast must be positioned within the homologated ballast box inside the car cockpit and the homologated weight distribution and must be respected.

Regardless of the amount of Compensation Ballast, the Compensated minimum car weight shall not exceed the maximum homologated car weight.

Reference crew weight = 82kg (Quali/Hyperpole/Race).

3) HYPERCAR SPECIFIC

For Qualifying and Hyperpole, the minimum dry weight of the car, as measured on the scrutineering scales must be equal to or greater than the Qualifying / Hyperpole compensated minimum car weight.

For all Free Practice sessions and the Race, the minimum dry weight of the car, as measured on the scrutineering scales must be equal to or greater than the compensated minimum car weight.

All the Compensation Ballasts (Driver and BSFC) must be positioned in one of the homologated BOP ballast positions within the car wheelbase, and the homologated weight distribution must be respected.

Regardless of the amount of Compensation Ballasts, the compensated minimum car weight (and/or the Qualifying / Hyperpole compensated minimum car weight) shall respect the minimum and maximum car weight as per Technical Regulations.

In exceptional circumstances only, the Competitor may request a waiver. Any such requests must be received by the Technical Delegates prior to the Completion of scrutineering checks. In such a case, the Technical Delegates, at their sole discretion may then inform the Competitor of a new minimum car weight for their car for the remainder of the Competition.

Reference crew weight = 82kg (Qualifying / Hyperpole)
Reference crew weight = 78kg (Race)

WEC COMMITTEE

FIA WORLD ENDURANCE CHAMPIONSHIP

4) GENERAL INFORMATION

Technical Delegates may, at their sole discretion, request random Driver weight checks at any time during a Competition. If a Driver weight check is found below the minimum driver weight declared in ACO Tech, it will be reported to the Stewards.

The minimum penalty will be an increase of the Driver Compensation Ballast and if applicable Qualifying / Hyperpole Driver Compensation Ballast, by the difference between the measured and the declared driver weight, rounded to the highest integer number. Changes to car ballast will be imposed no later than 1 hour prior to Qualifying or 4 hours prior to the start of the Race.

It is the responsibility of the Competitor to calculate the appropriate compensated minimum car weight (and/or the Qualifying / Hyperpole compensated minimum car weight) and apply the correct amount of ballast accordingly.

5) CALCULATION EXAMPLE

Minimum driver weight declaration in ACO tech (based on predicted fluctuations during a Race event and margin of error chosen by the Competitor)
Driver (1) = 77.8 kg
Driver (2) = 80.2 kg
Driver (3) = 82.9 kg

Average minimum crew weight:
The calculation is giving an average of (77.8 + 80.2 + 82.9)/3 = 80.3 kg

Driver compensation ballast:
The calculation is giving: 82 – 80,3 = 1.7kg, rounded to highest integer = 2 kg

Compensated minimum car weight:
Considering a BOP car weight of 1030 kg
The calculation is giving as 1032 kg

Qualifying / Hyperpole compensated minimum car weight (for Hypercar only and for Qualifying / Hyperpole only):
Considering driver (1) and driver (2) are driving during Qualifying / Hyperpole and Qualifying / Hyperpole BSFC compensation ballast of 5 kg

The calculation is giving:
Driver weight compensation ballast = 82 – 77.8 = 4.2 kg, rounded to the highest integer number = 5 kg
Qualifying / Hyperpole Compensated minimum car weight = 1030 +5 +5 = 1040 kg

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- ☒ **with immediate application**
- ☐ from:

And is applicable:

- ☒ **until further notice**
- ☐ for the above-mentioned Competition only