



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: 18-D0003-LMGTE
Date: 27/03/2018
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>

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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 (1)	prev. (1)	adjust. (2)	final			prev. (1)	adjust. (2)		final
ASTON MARTIN	VANTAGE AMR	1263 kg	-	1263 kg				See table	0.94	98 l.	-	98 l.	
BMW	M8 GTE	1255 kg	-	1255 kg				See table	1.08	98 l.		98 l.	
FERRARI	488 GTE EVO	1280 kg	-	1280 kg				See table	1.10	92 l.	-	92 l.	
FORD	GT	1271 kg	-16 kg	1255 kg				See table	0.90	92 l.	-	92 l.	
PORSCHE	911 RSR GTE	1258 kg	-16 kg	1242 kg	30.9 mm	-	30.9 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 previous value is referring to the previous BOP
- (2): the adjustments are related to the changes done for this BOP

ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.41	-	1.41
4500	1.46	-	1.46
5000	1.46	-	1.46
5500	1.47	-	1.47
6000	1.47	-	1.47
6500	1.42	-	1.42
7000	1.33	-	1.33
7200	1.30	-	1.30
7300	1.20	-	1.20

BMW - M8 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
3500	2.13	-	2.13
4000	2.15	-	2.15
4500	2.16	-	2.16
5000	2.00	-	2.00
5500	1.83	-	1.83
6000	1.69	-	1.69
6500	1.61	-	1.61
6750	1.54	-	1.54
7000	1.36	-	1.36
7100	1.10	-	1.10

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.73	-	1.73
4500	1.70	-	1.70
5000	1.71	-	1.71
5500	1.70	-	1.70
6000	1.63	-	1.63
6500	1.54	-	1.54
7000	1.42	-	1.42
7100	1.10	-	1.10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1.47	-	1.47
4500	1.48	-	1.48
5000	1.48	-	1.48
5500	1.48	-	1.48
6000	1.43	-	1.43
6500	1.38	-	1.38
7000	1.26	-	1.26
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	1208 kg	+55 kg	1263 kg	28.8 mm	+0.6 mm	29.4 mm		0.88	95 l.	+3 l.	98 l.	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY MINIMUM RIDE HEIGHT 50mm
FERRARI	488 GTE	1303 kg	-8 kg	1295 kg				See table	1.10	88 l.	+4 l.	92 l.	
PORSCHE	911 RSR GTE	1265 kg	-	1265 kg	30.5 mm	-	30.5 mm		0.89	98 l.	-	98 l.	

Notes:

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Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1.70	-	1.70
4500	1.68	-0.01	1.67
5000	1.69	-0.01	1.68
5500	1.68	-0.01	1.67
6000	1.62	-0.02	1.60
6500	1.53	-0.02	1.51
7000	1.41	-0.02	1.39
7100	1.10	-	1.10