



## DECISION OF THE ENDURANCE COMMITTEE



**To:**  Teams  Manufacturers  
**Category:**  LM P1  LM P2  LM GTE Pro  LM GTE Am  
**Decision N°:** 17-D0004-LMGTE  
**Date:** 30/03/2017  
**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-D0004-LMGTE – 30/03/2017

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)			MAXIMUM FUEL RIG RESTRICTOR DIAM. (mm)			
		base (1)	adjust.	final (1)	base	adjust.	final			base	adjust.	final	base (2)	adjust.		final (2)
PORSCHE	911 RSR GTE	+1243 kg	+15 kg	<b>+1258 kg</b>	30,0 mm	+0,4 mm	<b>30,8 mm</b>		<b>0,89</b>	95 l.	-	<b>95 l.</b>	TBD	TBD	TBD	
FERRARI	488 GTE	+1243 kg	+25 kg	<b>+1268 kg</b>				See table	<b>1,10</b>	86 l.	+5 l.	<b>91 l.</b>	TBD	TBD	TBD	
FORD	GT	+1243 kg	+10 kg	<b>+1253 kg</b>				See table	<b>0,90</b>	90 l.	+6 l.	<b>96 l.</b>	TBD	TBD	TBD	
ASTON MARTIN	VANTAGE	+1243 kg	-35 kg	<b>+1208 kg</b>	29,8 mm	-	<b>29,6 mm</b>		<b>0,88</b>	95 l.	+3 l.	<b>98 l.</b>	TBD	TBD	TBD	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY MIN RH 45mm

LMGTE Pro Ferrari 488 GTE

Engine speed (rpm)	Pboost ratio Max (-)
4000	1,76
4500	1,73
5000	1,74
5500	1,73
6000	1,66
6500	1,57
7000	1,45
7100	1,10

Ford GT

Engine speed (rpm)	Pboost ratio Max (-)
4200	1,45
4500	1,46
5000	1,46
5500	1,46
6000	1,41
6500	1,36
7000	1,24
7100	1,00

LMGTE AM		CHASSIS			ENGINE			FUEL						AERODYNAMIC			ADDITIONAL COMMENTS			
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM ONBOARD FUEL VOLUME (liter)			MAXIMUM FUEL RIG RESTRICTOR DIAM. (mm)			HEIGHT OF REAR WING (mm)				GURNEY HEIGHT (mm)		
		base (1)	adjust.	final (1)	base	adjust.	final	base	adjust.	final	base	adjust.	final	base	adjust.	final		base	adjust.	final
<i>HOMOLOGATED BEFORE 2016</i>																				
PORSCHE	911 RSR (991)	+1248 kg	-40 kg	<b>+1208 kg</b>	28,6 mm	+29,3 mm	<b>30,0 mm</b>	90 l.	+4 l.	<b>94 l.</b>	TBD	TBD	TBD	-100 mm	-	<b>-100 mm</b>	25 mm	-	<b>25 mm</b>	MIN RH 50mm
FERRARI	458 ITALIA - model 2015	+1248 kg	-15 kg	<b>+1233 kg</b>	28,3 mm	+28,3 mm	<b>29,0 mm</b>	85 l.	+9 l.	<b>94 l.</b>	TBD	TBD	TBD	-100 mm	-	<b>-100 mm</b>	25 mm	-	<b>25 mm</b>	MIN RH 50mm
<i>HOMOLOGATED FROM 2016</i>																				
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			MAXIMUM FUEL RIG RESTRICTOR DIAM. (mm)			ADDITIONAL COMMENTS				
		base (1)	adjust.	final (1)	base	adjust.	final			base	adjust.	final	base (2)	adjust.	final (2)					
FERRARI	488 GTE	+1243 kg	+35 kg	<b>+1278 kg</b>				See table	<b>1,10</b>	86 l.	+2 l.	<b>88 l.</b>	TBD	TBD	TBD					
ASTON MARTIN	VANTAGE	+1243 kg	-25 kg	<b>+1218 kg</b>	29,8 mm	-0,6 mm	<b>29,2 mm</b>		<b>0,88</b>	95 l.	-	<b>95 l.</b>	TBD	TBD	TBD	AERO.KIT "C" WITH 30mm REAR WING GURNEY MANDATORY MIN RH 45mm				

LMGTE Am Ferrari 488 GTE

Engine speed (rpm)	Pboost ratio Max (-)
4000	1,70
4500	1,68
5000	1,69
5500	1,68
6000	1,62
6500	1,53
7000	1,41
7100	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 Ladoux test and with analysis made by FIA/ACO

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

(2) : Refuelling restrictor declared by manufacturer to permit a complete refuelling (corresponding to the car maximum onboard fuel volume) in at least 30 seconds.