IMSA TECHNICAL BULLETIN IWSC #26-08

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: November 7, 2025

Re: IMSA Balance of Performance: Daytona Test Event

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-60

GTP
GTD PRO
GTD

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following Balance of Performance values are set for the indicated Car Models. The column listed as current is the current specification after any adjustment is applied and thus the required specification for the Event(s). These decisions come into effect immediately and are applicable until further notice.

GTP	Vehicles		Minimum Mass	Maximum Power					Energy		Fuel
	Manufacturer	Car Model	Weight	N_{max}	Maximum Power*		V1	V2	Maximum Stint Energy	Stint Energy Replenishment Rate	Type
			No Fuel/Driver		Speed ≤ V1	Speed ≥ V2					
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(MJ)	(MJ/sec)	
	Acura	ARX-06	1039	9512	95.2	99.4	230	240	909	22.725	R80
	Aston Martin	Valkyrie	1030	8400	100.0	98.3	230	240	908	22.700	R80
	BMW	M Hybrid V8	1043	8000	95.6	100.0	230	240	915	22.875	R80
	Cadillac	V-Series.R	1060	8800	94.8	99.6	230	240	913	22.825	R80
	Porsche	963	1057	8158	95.2	98.5	230	240	909	22.725	R80

* Linear interpolation used between V1 and V2.
% of High power curve defined in LMDh TR 5.1.2. and LMH TR Appendix 4b
For N/Nmax < 0.55, maximum power is equal to N/Nmax = 0.55

Regulatory BoP Parameter	GTP	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	0.2	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW
TDT_LimitRate_BoP	10	Nm*s
TDT_MaxIntegral_BoP	150	Nm*s

GTD / GTD PRO	Vehicles		Minimum Mass	Maximum Power					Rear Wing Angle		Energy		Notes
	Manufacturer	Car Model	Weight No Fuel/Driver	N_{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	
					Speed ≤ V1	Speed ≥ V2							
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)	(MJ/sec)	
	Aston Martin	Vantage GT3 EVO	1285	7000	91.6	86.8	190	200	7.0	8.0	851	21.275	
	BMW	M4 GT3 EVO	1352	7500	90.5	92.8	190	200	3.5	4.5	863	21.575	ITEF Maximum Declared Power Updated
	Corvette	Z06 GT3.R	1395	8000	94.4	96.1	190	200	5.9	ITEF maximum	869	21.725	
	Ferrari	296 GT3 EVO	1325	7750	86.0	82.0	190	200	2.9	3.9	834	20.850	2026 EVO
	Ford	Mustang GT3	1319	8250	95.6	91.4	190	200	5.7	6.7	848	21.200	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1325	8300	86.6	82.6	190	200	5.0	6.0	852	21.300	
	Lamborghini	Temerario GT3	1347	8000	86.7	84.7	190	200	2.3	3.3	863	21.575	
	Lexus	RC F GT3	1356	7200	96.6	93.9	190	200	4.3	5.3	911	22.775	
	McLaren	720S GT3 EVO	1330	8100	92.1	90.1	190	200	4.5	5.5	860	21.500	
	Mercedes	AMG GT3	1352	7900	92.4	88.1	190	200	1.0	2.0	887	22.175	
	Porsche	911 GT3 R (992)	1384	8950	94.8	100.0	190	200	ITEF minimum	8.3	864	21.600	2026 EVO

* Linear interpolation used between V1 and V2
For N/Nmax <0.55, maximum power is equal to N/Nmax = 0.55
Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/Nmax
For N/Nmax >= 1.025, maximum power is 0.856 of maximum power at N/Nmax = 1.000
Declared power varies - comparisons between cars are invalid
** Angle at Y=0 using measurement described in ITEF(stated angle includes tolerance)

Regulatory BoP Parameter	GTD / GTD PRO	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW