



IMSA TECHNICAL BULLETIN IWSC #26-40

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: June 17, 2026
Re: IMSA Balance of Performance: Watkins Glen Event

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



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	1045	9512	98.3	99.6	230	240	911	22.775	R80	
Aston Martin	Valkyrie	1020	8400	100.0	100.0	230	240	914	22.850	R80	
BMW	M Hybrid V8	1030	8000	98.8	96.9	230	240	901	22.525	R80	
Cadillac	V-Series.R	1032	8800	97.1	99.0	230	240	903	22.575	R80	
Porsche	963 (2026 Homologation)	1073	8158	96.3	100.0	230	240	913	22.825	R80	
Porsche	963 (2025 Homologation)	1058	8158	100.0	97.3	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/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

<u>Regulatory BoP Parameter</u>	GTP	<u>Unit</u>
PPUEnergyStint_BoP	BoP Table	MJ
ReplenTime_BoP	40	s
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW
TDT_LimitRate_BoP	10	Nm*s
TDT_MaxIntegral_BoP	150	Nm*s

GTD		Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes
GTD PRO	Manufacturer	Car Model	Weight No Fuel/Driver (kg)	N _{max} (rpm)	% of Maximum Declared Power*		V1 (km/h)	V2 (km/h)	Minimum ** (deg)	Maximum ** (deg)	Maximum Stint Energy (MJ)	Stint Energy Replenishment Rate (MJ/sec)	
					Speed ≤ V1 (%)	Speed ≥ V2 (%)							
	Aston Martin	Vantage GT3 EVO	1287	7000	87.6	86.3	190	200	5.0	11.1	858	21.450	
	BMW	M4 GT3 EVO	1340	7500	91.0	93.2	190	200	-2.0	5.0	890	22.250	
	Corvette	Z06 GT3.R	1373	8000	98.4	99.8	190	200	-1.8	6.4	926	23.150	
	Ferrari	296 GT3 EVO	1350	7750	83.9	88.6	190	200	-1.7	4.1	875	21.875	2026 EVO
	Ford	Mustang GT3	1332	8250	99.3	98.7	190	200	-0.4	7.1	932	23.300	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1353	8300	85.8	90.8	190	200	2.0	8.4	917	22.925	
	Lamborghini	Temerario GT3	1340	8000	86.3	91.5	190	200	1.0	5.2	923	23.075	
	Lexus	RC F GT3	1356	7200	96.1	98.6	190	200	4.0	11.0	988	24.700	
	McLaren	720S GT3 EVO	1330	8100	94.6	94.3	190	200	3.1	11.3	924	23.100	
	Mercedes	AMG GT3	1356	7900	95.5	90.9	190	200	0.0	9.0	964	24.100	
	Porsche	911 GT3 R (992)	1374	8950	97.1	100.0	190	200	7.3	9.3	887	22.175	2026 EVO

* Linear interpolation used between V1 and V2

For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/N_{max}

For N/N_{max} ≥ 1.025, maximum power is 0.856 of maximum power at N/N_{max} = 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	Unit
	GTD PRO	
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW