



IMSA TECHNICAL BULLETIN IWSC #26-47

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: July 2, 2026
Re: IMSA Balance of Performance: CTMP Event

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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.



GTD		Vehicles	Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes	
GTD PRO	Manufacturer	Car Model	Weight No Fuel/Driver	N _{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	
			(kg)		(rpm)	Speed ≤ V1							
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)	(MJ/sec)	
	Aston Martin	Vantage GT3 EVO	1307	7000	89.8	89.2	190	200	5.0	11.1	893	22.325	
	BMW	M4 GT3 EVO	1335	7500	91.9	92.7	190	200	-2.0	5.0	895	22.375	
	Corvette	Z06 GT3.R	1361	8000	96.7	98.6	190	200	-1.8	6.4	907	22.675	
	Ferrari	296 GT3 EVO	1350	7750	83.5	88.4	190	200	-1.7	4.1	891	22.275	2026 EVO
	Ford	Mustang GT3	1332	8250	99.9	98.4	190	200	-0.4	7.1	918	22.950	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1340	8300	83.2	91.1	190	200	2.0	8.4	918	22.950	
	Lamborghini	Temerario GT3	1337	8000	94.5	89.8	190	200	1.0	6.8	933	23.325	
	Lexus	RC F GT3	1356	7200	96.0	95.8	190	200	4.0	11.0	947	23.675	
	McLaren	720S GT3 EVO	1330	8100	93.9	96.1	190	200	3.1	11.3	923	23.075	
	Mercedes	AMG GT3	1356	7900	94.1	92.5	190	200	0.0	9.0	946	23.650	
	Porsche	911 GT3 R (992)	1381	8950	100.0	100.0	190	200	7.3	9.3	906	22.650	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