



IMSA TECHNICAL BULLETIN IWSC #26-49

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: July 22, 2026
Re: IMSA Balance of Performance: Road America 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.

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	99.0	100.0	230	240	912	22.800	R80
Aston Martin	Valkyrie	1020	8400	100.0	100.0	230	240	912	22.800	R80
BMW	M Hybrid V8	1030	8000	100.0	98.5	230	240	906	22.650	R80
Cadillac	V-Series.R	1053	8800	97.9	99.6	230	240	908	22.700	R80
Porsche	963 (2026 Homologation)	1066	8158	96.5	99.2	230	240	907	22.675	R80
Porsche	963 (2025 Homologation)	1062	8158	97.3	99.0	230	240	906	22.650	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	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	1292	7000	91.2	86.8	190	200	5.0	11.1	846	21.150	
	BMW	M4 GT3 EVO	1341	7500	92.2	92.1	190	200	-2.0	5.0	855	21.375	
	Corvette	Z06 GT3.R	1376	8000	97.2	98.0	190	200	-1.8	6.4	875	21.875	
	Ferrari	296 GT3 EVO	1355	7750	87.1	86.9	190	200	-1.7	4.1	850	21.250	2026 EVO
	Ford	Mustang GT3	1332	8250	98.0	97.1	190	200	-0.4	7.1	882	22.050	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1325	8300	85.6	89.1	190	200	2.0	8.4	869	21.725	
	Lamborghini	Temerario GT3	1337	8000	94.4	88.1	190	200	1.0	6.8	923	23.075	
	Lexus	RC F GT3	1359	7200	92.3	95.2	190	200	4.0	11.0	913	22.825	
	McLaren	720S GT3 EVO	1325	8100	94.8	95.3	190	200	3.1	11.3	893	22.325	
Mercedes	AMG GT3	1356	7900	94.8	91.7	190	200	0.0	9.0	929	23.225		
Porsche	911 GT3 R (992)	1384	8950	100.0	100.0	190	200	7.3	9.3	867	21.675	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