



IMSA TECHNICAL BULLETIN IWSC #26-56

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: September 10, 2026
Re: IMSA Balance of Performance: Indianapolis 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	1036	9512	98.5	100.0	230	240	908	22.700	R80
	Aston Martin	Valkyrie	1020	8400	100.0	100.0	230	240	908	22.700	R80
	BMW	M Hybrid V8	1030	8000	100.0	99.2	230	240	905	22.625	R80
	Cadillac	V-Series.R	1053	8800	97.7	99.4	230	240	906	22.650	R80
	Porsche	963 (2026 Homologation)	1070	8158	98.1	99.0	230	240	910	22.750	R80
	Porsche	963 (2025 Homologation)	1066	8158	96.9	99.2	230	240	907	22.675	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

GT	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes	
GT 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	1311	7000	90.1	85.3	190	200	9.0	11.1	846	21.150	
	BMW	M4 GT3 EVO	1343	7500	91.9	94.6	190	200	3.5	5.0	864	21.600	
	Corvette	Z06 GT3.R	1383	8000	95.5	100.0	190	200	5.9	6.4	875	21.875	
	Ferrari	296 GT3 EVO	1337	7750	83.2	88.0	190	200	3.1	4.1	849	21.225	2026 EVO
	Ford	Mustang GT3	1341	8250	98.9	97.4	190	200	5.0	7.1	877	21.925	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1325	8300	90.0	86.8	190	200	4.9	8.4	874	21.850	
	Lamborghini	Temerario GT3	1351	8000	89.3	92.9	190	200	4.8	6.8	897	22.425	
	Lexus	RC F GT3	1356	7200	91.2	97.0	190	200	8.0	11.0	902	22.550	
	McLaren	720S GT3 EVO	1326	8100	95.5	93.0	190	200	8.0	11.3	878	21.950	
Mercedes	AMG GT3	1356	7900	91.6	91.0	190	200	7.0	9.0	900	22.500		
Porsche	911 GT3 R (992)	1384	8950	94.2	99.6	190	200	7.3	9.3	861	21.525	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	GT	Unit
	GT PRO	
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW