



DECISION OF THE ENDURANCE COMMITTEE



To: Teams Manufacturers
Category: LM P1 LM P2 LM GTE Pro LM GTE Am
Decision N°: **19-D00012_LMGTE-BOP-Le Mans**
Date: 05/06/2019
Re: BOP for the Le Mans Competition

Mission concerned

Article: 7.4.3

2018-2019 FIA World Endurance Championship Sporting Regulations

Decision

Please find below on page 2/3 the LMGTE Pro & Am BoP tables.

Period of validity/application of the decision

This decision comes into effect:

- with immediate application**
 from:
 from the following Competition:

And is applicable:

- until further notice**
 for the above-mentioned Competition(s) only

Committee Members

Gilles Simon

Thierry Bouvet

Any decision taken by the Endurance Committee is not subject to appeal

This decision is available on the following websites:

- <http://www.fia.com/fia-endurance-committee>
- <http://sport.lemans.org/login.php>

LMGTE PRO

HOMOLOGATED FROM 2016		CHASSIS			ENGINE			FUEL			ADDITIONAL COMMENTS		
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg) (**)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)		adjust. (2)	final
ASTON MARTIN	VANTAGE AMR	1251 kg	-	1251 kg				See table	0,94	97 l.	-	97 l.	AEROKIT "B"
BMW	M8 GTE	1280 kg	-	1280 kg				See table	1,08	91 l.	-	91 l.	
CORVETTE	C7.R	1242 kg	-	1242 kg	29,5 mm		29,5 mm		0,88	95 l.	-	95 l.	
FERRARI	488 GTE EVO	1284 kg	-	1284 kg				See table	1,10	88 l.	-	88 l.	
FORD	GT	1287 kg	-	1287 kg				See table	0,90	96 l.	-	96 l.	
PORSCHE	911 RSR GTE	1271 kg	-	1271 kg	30,3 mm		30,3 mm		0,89	99 l.	-	99 l.	

Notes:

Adjustments are made with:

- the waivers required;
- with the data provided by the manufacturers;
- with the information provided by the manufacturers;
- with analysis made by FIA/ACO.

(**): weight including camera (or dummy) equipment

(1): the previous value is referring to the previous BOP

(2): the adjustments are related to the changes done for this BOP

ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,45	-	1,45
4500	1,50	-	1,50
5000	1,50	-	1,50
5500	1,51	-	1,51
6000	1,51	-	1,51
6500	1,46	-	1,46
7000	1,37	-	1,37
7200	1,34	-	1,34
7300	1,20	-	1,20

BMW - M8 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
3500	2,02	-	2,02
4000	2,04	-	2,04
4500	2,05	-	2,05
5000	1,89	-	1,89
5500	1,72	-	1,72
6000	1,58	-	1,58
6500	1,50	-	1,50
6750	1,43	-	1,43
7000	1,25	-	1,25
7100	1,10	-	1,10

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,70	-	1,70
4500	1,68	-	1,68
5000	1,70	-	1,70
5500	1,67	-	1,67
6000	1,61	-	1,61
6500	1,52	-	1,52
7000	1,40	-	1,40
7100	1,10	-	1,10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1,43	-	1,43
4500	1,43	-	1,43
5000	1,43	-	1,43
5500	1,43	-	1,43
6000	1,38	-	1,38
6500	1,33	-	1,33
7000	1,21	-	1,21
7100	1,00	-	1,00

LMGTE AM

HOMOLOGATED FROM 2016		CHASSIS			ENGINE			FUEL			ADDITIONAL COMMENTS		
MANUFACTURER	MODEL NAME	MINIMUM CAR WEIGHT (kg) (**)			2 x MAXIMUM RESTRICTOR DIAMETER (mm)			MAXIMUM BOOST RATIO	DECLARED MINIMUM LAMBDA	MAXIMUM ONBOARD FUEL VOLUME (liter)			
		prev. (1)	adjust. (2)	final (1)	prev. (1)	adjust. (2)	final			prev. (1)		adjust. (2)	final
ASTON MARTIN	VANTAGE	1249 kg	-	1249 kg	28,8 mm	-	28,8 mm		0,88	99 l.	-	99 l.	AERO.KIT "D" WITH 7.5mm REAR WING GURNEY MANDATORY
FERRARI	488 GTE	1282 kg	-	1282 kg				See table	1,10	87 l.	-	87 l.	
FORD	GT	1295 kg	-	1295 kg				See table	0,90	95 l.	-	95 l.	
PORSCHE	911 RSR GTE	1279 kg	-	1279 kg	29,9 mm	-	29,9 mm		0,89	98 l.	-	98 l.	

Notes:

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Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,66	-	1,66
4500	1,64	-	1,64
5000	1,66	-	1,66
5500	1,63	-	1,63
6000	1,57	-	1,57
6500	1,48	-	1,48
7000	1,36	-	1,36
7100	1,10	-	1,10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1,39	-	1,39
4500	1,39	-	1,39
5000	1,39	-	1,39
5500	1,39	-	1,39
6000	1,34	-	1,34
6500	1,29	-	1,29
7000	1,17	-	1,17
7100	1,00	-	1,00

Maximum Boost Pressure Control Strategy

