IMSA TECHNICAL BULLETIN IWSC #26-34

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: April 23, 2026

Re: IMSA Balance of Performance: Laguna Seca Event

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GTP
GTD PRO
GTD

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	1056	9512	97.7	97.3	190	200	904	22.600	R80
	Aston Martin	Valkyrie	1030	8400	100.0	100.0	190	200	913	22.825	R80
	BMW	M Hybrid V8	1042	8000	98.5	95.4	190	200	902	22.550	R80
	Cadillac	V-Series.R	1043	8800	98.1	96.0	190	200	901	22.525	R80
	Porsche	963 (2026 Homologation)	1084	8158	92.3	100.0	190	200	891	22.275	R80
	Porsche	963 (2025 Homologation)	1052	8158	96.0	97.3	190	200	895	22.375	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/Nmax < 0.55, maximum power is equal to N/Nmax = 0.55

Regulatory BoP Parameter	GTP	Unit
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 / GTD PRO	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes
	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	1287	7000	85.9	83.4	170	180	5.0	11.1	833	20.825	
	BMW	M4 GT3 EVO	1334	7500	90.8	94.9	170	180	-2.0	5.0	864	21.600	
	Corvette	Z06 GT3.R	1360	8000	97.5	98.7	170	180	-1.8	6.4	885	22.125	
	Ferrari	296 GT3 EVO	1350	7750	85.1	90.7	170	180	-1.7	4.1	862	21.550	2026 EVO
	Ford	Mustang GT3	1315	8250	99.6	94.5	170	180	-0.4	7.1	880	22.000	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1342	8300	89.0	89.2	170	180	2.0	8.4	889	22.225	
	Lamborghini	Temerario GT3	1337	8000	90.4	89.7	170	180	1.0	5.1	893	22.325	
	Lexus	RC F GT3	1356	7200	96.1	100.0	170	180	4.0	11.0	920	23.000	
	McLaren	720S GT3 EVO	1327	8100	94.5	90.7	170	180	3.1	11.3	880	22.000	
	Mercedes	AMG GT3	1356	7900	91.6	87.5	170	180	0.0	9.0	898	22.450	
	Porsche	911 GT3 R (992)	1373	8950	97.2	95.7	170	180	7.3	9.3	867	21.675	2026 EVO

* Linear interpolation used between V1 and V2

For N/Nmax <0.55, maximum power is equal to N/Nmax = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/Nmax

For N/Nmax >= 1.025, maximum power is 0.856 of maximum power at N/Nmax = 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 / GTD PRO	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW