



IMSA TECHNICAL BULLETIN IWSC #26-37c1

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: May 22, 2026
Re: IMSA Balance of Performance **Corrected**: Detroit 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	1051	9512	100.0	96.2	190	200	907	22.675	R80	
Aston Martin	Valkyrie	1030	8400	100.0	100.0	190	200	909	22.725	R80	
BMW	M Hybrid V8	1031	8000	99.6	94.0	190	200	896	22.400	R80	
Cadillac	V-Series.R	1038	8800	98.5	95.2	190	200	896	22.400	R80	
Porsche	963 (2026 Homologation)	1100	8158	94.0	100.0	190	200	910	22.750	R80	
Porsche	963 (2025 Homologation)	1082	8158	98.8	98.3	190	200	914	22.850	R80	

* Linear interpolation used between V1 and V2.
 % of High power curve defined in LMDh TR 5.1.2. and LMH TR Appendix 4b

<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 PRO	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes	
	Manufacturer	Car Model	Weight No Fuel/Driver (kg)	N _{max} (rpm)	% of Maximum Declared Power*		V1 (km/h)	V2 (km/h)	Minimum ** (deg)	Maximum ** (deg)	Maximum Stint Energy (MJ)		Stint Energy Replenishment Rate (MJ/sec)
					Speed ≤ V1 (%)	Speed ≥ V2 (%)							
	BMW	M4 GT3 EVO	1338	7500	92.3	90.3	170	180	-2.0	5.0	875	21.875	
	Corvette	Z06 GT3.R	1370	8000	97.6	96.1	170	180	-1.8	6.4	889	22.225	
	Ford	Mustang GT3	1326	8250	100.0	96.5	170	180	-0.4	7.1	890	22.250	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Temerario GT3	1337	8000	87.9	88.0	170	180	1.0	5.2	888	22.200	
	Lexus	RC F GT3	1356	7200	95.6	95.8	170	180	4.0	11.0	914	22.850	
	McLaren	720S GT3 EVO	1330	8100	93.2	92.3	170	180	3.1	11.3	887	22.175	
	Porsche	911 GT3 R (992)	1384	8950	92.7	97.3	170	180	7.3	9.3	874	21.850	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 PRO	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW