



IMSA TECHNICAL BULLETIN IWSC #26-59

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: September 24, 2026
Re: IMSA Balance of Performance: Road Atlanta 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	1042	9512	97.7	100.0	230	240	911	22.775	R80
	Aston Martin	Valkyrie	1020	8400	100.0	100.0	230	240	909	22.725	R80
	BMW	M Hybrid V8	1040	8000	100.0	98.8	230	240	905	22.625	R80
	Cadillac	V-Series.R	1062	8800	97.9	98.8	230	240	906	22.650	R80
	Porsche	963 (2026 Homologation)	1059	8158	97.5	97.3	230	240	901	22.525	R80
	Porsche	963 (2025 Homologation)	1058	8158	99.0	99.4	230	240	909	22.725	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)	
	Aston Martin	Vantage GT3 EVO	1301	7000	86.1	89.9	190	200	5.0	11.1	890	22.250	
	BMW	M4 GT3 EVO	1342	7500	93.7	93.7	190	200	-2.0	5.0	910	22.750	
	Corvette	Z06 GT3.R	1382	8000	96.7	96.5	190	200	-1.8	6.4	911	22.775	
	Ferrari	296 GT3 EVO	1328	7750	83.4	85.8	190	200	-1.7	4.1	882	22.050	2026 EVO
	Ford	Mustang GT3	1345	8250	98.5	100.0	190	200	-0.4	7.1	931	23.275	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1338	8300	90.1	88.5	190	200	2.0	8.4	927	23.175	
	Lamborghini	Temerario GT3	1362	8000	91.0	95.4	190	200	1.0	6.8	962	24.050	
	Lexus	RC F GT3	1356	7200	94.4	99.1	190	200	4.0	11.0	968	24.200	
McLaren	720S GT3 EVO	1314	8100	93.1	95.5	190	200	3.1	11.3	924	23.100		
Mercedes	AMG GT3	1356	7900	95.3	90.6	190	200	0.0	9.0	952	23.800		
Porsche	911 GT3 R (992)	1379	8950	100.0	98.7	190	200	7.3	9.3	910	22.750	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