



IMSA TECHNICAL BULLETIN IWSC #19-18

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 27 February 2019

Re: 20190227 Sebring Balance of Performance Tables

In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after the adjustment is applied and thus the required specification for the event. These decisions come into immediate effect and are applicable until further notice.

IMSA BoP table values are based upon Manufacturer submitted data, Manufacturer agreed upon lap time sensitivities for mass and power, and IMSA's data analysis.

Adjustments are relative to the 2018 Petit Le Mans BoP Tables.

DPI		Vehicles		Mass		Engine					Aero		Fuel				Notes	
Manufacturer		No Fuel/Driver (kg)		Make	Volume (L)	Turbo/NA	Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Configuration	Type	Declared Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current				qty.	adj	current	adj	current				λ	adj		
Issued: 20190316 IMSC Sebring				Bulletin: TB 19-18			Date: 2/27/2019											
Acura	ARX-05	0	940	Acura	3.5	Turbo				+7.0	7050	See Table	E20	0.89	+1.0	76.0	30.0	
Cadillac	DPI-V.R	0	950	Cadillac	5.5	NA	2	+0.3	31.9	+7.2	7600	See Table	E20	0.90	0.0	70.0	30.0	
Mazda	RT24-P	+10	915	Mazda	2.0	Turbo					9300	See Table	E20	0.85	-4.0	77.0	30.0	
Nissan	DPI	-5	935	Nissan	3.8	Turbo				+1.7	7100	See Table	E20	0.86	0.0	82.0	30.0	

* Aero configuration is defined via the Aero Configuration table on the following page.

Adjustments relative to 2018 Petit Le Mans BoP

Acura ARX-05

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.395
3200		1.395
3600		1.528
4000		1.639
4400		1.681
4800	0.013	1.694
5200	0.021	1.702
5600	0.030	1.711
6000	0.030	1.711
6200	0.029	1.701
6400	0.029	1.686
6600	0.029	1.686
6800	0.029	1.662
7050	0.028	1.632
7500	0.027	1.571
7650		1.000

Mazda RT24-P

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		2.040
5250		2.349
5750		2.366
6500		2.476
6750		2.484
7000		2.486
7250		2.483
7500		2.513
7750		2.568
8000		2.480
8250		2.416
8500		2.350
8750		2.310
9000		2.351
9800		2.000
9900		1.000

Nissan DPI

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.612
4000		1.612
4200		1.668
4850		1.668
5200		1.703
5500		1.770
5800		1.826
6000	0.008	1.840
6200	0.007	1.826
6400	0.008	1.812
6700	0.008	1.797
6850	0.008	1.797
6950	0.008	1.807
7100	0.008	1.807
7600	0.006	1.636
7700		1.000

DPI		DPI AERODYNAMIC CONFIGURATIONS		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS							
				Optional Front Aerodynamic Configurations are Independent			Optional Rear Aerodynamic Configurations Must be Used as a Complete Package; Mixing of Parts/Components is Forbidden							
20190316 IMSC Sebring		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly		Rear Wing Flap			Rear Wing Flap Wicker	
Manufacturer		Permitted Options	Permitted Configurations	Permitted Options		Type	Maximum Height	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Span	Maximum Height
						mm	mm		degrees			degrees	mm	mm
Acura	ARX-05	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Per Technical Credential [IMSA]	12.4	Sprint As-Homologated [FIA]	N/A	31.7	1800	10.0
		Removed Single Double	As-Tested [IMSA]	Acura Side Wicker All Front Fender Wicker Options			16.3 Per Template 28.3 Per Template							
Cadillac	DPI-V.R	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Sprint As-Homologated [FIA]	17.0	Sprint As-Homologated [FIA]	Rotated	28.8	1200	5.0
		Removed LDF Single Single Double	Splitter Outboard Fill-in Packers Low Downforce Front Fender Insert	All Side Wicker Options All Front Fender Wicker Options			8.0 30.0						1800	5.0
Mazda	RT24-P	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Per Technical Credential [IMSA]	13.2 (Position 4)	Sprint As-Homologated [FIA]	HDF	24.7	1800	17.0
		Removed 2018 Trimmed Lower 2018 Lower 2019 Lower Opt 1 2018 Upper Double	Splitter Inboard Fill-in Packers Lower Front Fender Packer	Mazda Side Wicker Splitter Outboard Shoes / Footplates 2019 Footplate Update Splitter foot vane Front wheel arch side GF			20.0							
Nissan	DPI	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	Per Technical Credential [IMSA]:	OPTION 1	Per Technical Credential [IMSA]	Removed	Sprint As-Homologated [FIA]	15.8 (A2/MP2)	Sprint As-Homologated [FIA]	F2/LIM	36.1	None	
		Removed MDF HDF	Splitter extension	All Side Wicker Options Front Fender Wicker Option			12.5 40.0							

Adjustments relative to 2018 Petit Le Mans BoP

LMP2 Vehicles		Mass		Engine			Aero	Fuel			Notes
Constructor		No Fuel/Driver (kg)		Make	Volume (L)	Maximum RPM	Configuration	Type	Total Capacity (L)		Minimum Full Refueling Time (sec)
		adj	current						adj	current	
Issued: 20190316 IWSC Sebring				Bulletin: TB 19-18		Date: 2/27/2019					
Dallara	P217	0	940	Gibson	4.2	8250		E20	-5.0	70.0	34.0
Multimatic Riley	Riley MK30	0	940	Gibson	4.2	8250		E20	-5.0	70.0	34.0
Onroak	Ligier JS P217	0	940	Gibson	4.2	8250	See Table	E20	-5.0	70.0	34.0
ORECA	07	0	940	Gibson	4.2	8250	See Table	E20	-5.0	70.0	34.0

* Aero configuration is defined via the Aero Configuration table on the following page.

Adjustments relative to 2018 Petit Le Mans BoP

LMP2		FRONT AERODYNAMIC CONFIGURATIONS			REAR AERODYNAMIC CONFIGURATIONS										
LMP2 AERODYNAMIC CONFIGURATIONS		Optional Front Aerodynamic Configurations are Independent			Optional Rear Aerodynamic Configurations Must be Used as a Complete Package; Mixing of Parts/Components is Forbidden										
20190316 IWSC Sebring		Dive Planes	Packers / Inserts	Other	Option	Tail Wicker		Rear Wing Assembly			Rear Wing Flap			Rear Wing Flap Wicker	
Constructor		Permitted Options	Permitted Configurations	Permitted Options		Type	Maximum Height	Option	Type	Maximum Angle / Position	Type	Position	Maximum Angle	Span	Maximum Height
						mm	mm			degrees			degrees	mm	mm
Ligier Automotive	Ligier JS P217	As-Homologated [FIA]: HDF	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	12.5	OPTION 1	Sprint As-Homologated [FIA]	18.0 (A1/MP1)	Sprint As-Homologated [FIA]	F4+	N/A	N/A	
ORECA	07	As-Homologated [FIA]: Double	As-Homologated [FIA]	As-Homologated [FIA]	OPTION 1	As-Homologated [FIA]	16.3	OPTION 1	Sprint As-Homologated [FIA]	1.0	Sprint As-Homologated [FIA]	N/A	33.3	Full	10.0

Adjustments relative to 2018 Petit Le Mans BoP

GTLM Vehicles		Mass		Engine				Rear Wing		Fuel				Notes	
Manufacturer		No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM	Min Angle (deg)	Gurney Minimum Height (mm)	Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)
		adj	current	qty.	adj.	current	adj	current	current	current		λ	adj	current	
Issued: 20190316 IMSA Sebring				Bulletin: TB 19-18			Date: 2/27/2019								
BMW	M8 GTE	0	1220				-1.4	7000	N/A	5.0	E20	1.08	0.0	86.0	34.0
Corvette	C7R GTE	0	1240	2	0.0	31.5		6800	N/A	10.0	E20	0.88	0.0	92.0	34.0
Ferrari	488 GTE	-10	1255				+5.6	7000	N/A	10.0	E20	1.10	+1.0	88.0	34.0
Ford	GT GTE	+10	1275				+2.3	7200	N/A	15.0	E20	0.90	+1.0	90.0	34.0
Porsche	911 RSR GTE	-10	1255	2	0.0	32.2		9500	N/A	10.0	E20	0.89	0.0	97.0	34.0

Adjustments relative to 2018 Petit Le Mans BoP

BMW M8 GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.230
2500		1.410
3000		1.970
3500		2.210
4000		2.210
4500	-0.004	2.219
5000	-0.007	2.090
5250	-0.007	2.014
5500	-0.007	1.937
5750	-0.007	1.871
6000	-0.006	1.805
6500	-0.006	1.745
6750	-0.006	1.622
7000	-0.005	1.483
7500	-0.004	1.221
7600		1.000

Ferrari 488 GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.784
4000		1.784
4800	0.019	1.787
5000	0.026	1.790
5300	0.026	1.785
5500	0.026	1.779
5700	0.026	1.768
5950	0.026	1.744
6050	0.026	1.727
6150	0.025	1.705
6300	0.025	1.671
6600	0.024	1.595
7000	0.022	1.495
7500	0.020	1.369
7600		1.000
10000		1.000

Ford GT GTE

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000	0.010	1.538
4200	0.010	1.538
4900	0.010	1.537
5100	0.010	1.536
5300	0.010	1.532
5400	0.010	1.527
5500	0.010	1.520
5800	0.009	1.490
5950	0.010	1.470
6050	0.010	1.458
6150	0.009	1.446
6300	0.009	1.430
6600	0.009	1.401
7200	0.008	1.320
7700	0.008	1.259
7800		1.000

*5150 breakpoint removed and 10000 breakpoint added to prevent boost ratio extrapolation above 7600

GTD Vehicles		Mass		Engine						Ride Height		Fuel				Notes	
Manufacturer		No Fuel/Driver (kg)		Restrictor Diameter (mm)			Average Power Delta (kW)	Maximum RPM		Minimum Ground Clearance (mm)		Type	Minimum Lambda	Total Capacity (L)		Minimum Full Refueling Time (sec)	
		adj	current	qty.	adj	current	adj	adj	current	adj	current		λ	adj	current		
Issued: 20190316 IWSC Sebring				Bulletin: TB 19-18			Date: 2/27/2019										
Acura	NSX GT3		1310					7500		50.0	IMSA 100	0.88		107.0	40.0	EVO	
Audi	R8 LMS GT3		1380	2		41.0		8500		50.0	IMSA 100	0.91		98.0	40.0	EVO	
BMW	M6 GT3	0	1305					0	7250	0	50.0	IMSA 100	0.92	0.0	104.0	40.0	
Ferrari	488 GT3	0	1345				+2.8	0	7500	0	50.0	IMSA 100	0.92	+1.0	95.0	40.0	
Lamborghini	Huracan GT3		1300	2		40.0		8500		50.0	IMSA 100	0.89		98.0	40.0	EVO	
Lexus	RC F GT3	-5	1375	2	-1.0	38.0	-5.7	0	7200	0	50.0	IMSA 100	0.86	-1.0	98.0	40.0	
Mercedes	AMG GT3	+10	1400	2	-1.0	35.0	-6.7	+200	7700	0	55.0	IMSA 100	0.88	-2.0	99.0	40.0	
Porsche	911 GT3 R		1290	2		45.0		9500		50.0	IMSA 100	0.88		94.0	40.0	991 Gen II	

Adjustments relative to 2018 Petit Le Mans BoP

Acura NSX GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.765
4000		1.765
4500		1.768
5000		1.815
5500	0.008	1.888
6000	0.018	2.004
6200	0.018	2.033
6300	0.018	2.043
6400	0.018	2.046
6500	0.018	2.044
6600	0.018	2.039
6700	0.017	2.027
6800	0.018	2.011
7000	0.018	1.978
7500	0.017	1.917
7800		1.000

BMW M6 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.627
3000		1.839
4000		2.000
4500		2.054
4750		2.075
5000		2.095
5250		2.063
5500		2.029
5750		1.971
6000		1.938
6250		1.897
6500		1.866
6750		1.776
7000		1.715
7250		1.640
7550		1.000

Ferrari 488 GT3

Engine Speed [rpm]	Boost Ratio	
	adj	current
2000		1.424
4000		1.424
4500		1.479
4750		1.511
5000		1.548
5250		1.588
5500	0.006	1.633
5750	0.011	1.668
6000	0.011	1.677
6250	0.011	1.669
6500	0.010	1.634
6750	0.010	1.590
7000	0.010	1.549
7250	0.010	1.504
7500	0.010	1.463
7800		1.000