



DECISION OF THE ENDURANCE COMMITTEE



To: ☒ Teams ☒ Manufacturers
Category: ☐ LM P1 ☐ LM P2 ☒ LM GTE Pro ☒ LM GTE Am
Decision N°: **19-D00010_LMGTE-BOP-Le Mans Test Day**
Date: 28/05/2019
Re: BOP for the Le Mans Test Day

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: **Le Mans 2019 Test Day (Article 9 of the 2019 24 Hours of Le Mans Supplementary Regulations)**

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	1258 kg	-7 kg	1251 kg				See table	0,94	105 l.	-	TBD	AEROKIT "B"
BMW	M8 GTE	1271 kg	+9 kg	1280 kg				See table	1,08	97 l.	-	TBD	
CORVETTE	C7.R	1249 kg	-7 kg	1242 kg	29,5 mm		29,5 mm		0,88	96 l.	-	TBD	
FERRARI	488 GTE EVO	1291 kg	-7 kg	1284 kg				See table	1,10	93 l.	-	TBD	
FORD	GT	1275 kg	+12 kg	1287 kg				See table	0,90	96 l.	-	TBD	
PORSCHE	911 RSR GTE	1269 kg	+2 kg	1271 kg	30,3 mm		30,3 mm		0,89	101 l.	-	TBD	

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	2,07	-0,05	2,02
4000	2,09	-0,05	2,04
4500	2,10	-0,05	2,05
5000	1,94	-0,05	1,89
5500	1,77	-0,05	1,72
6000	1,63	-0,05	1,58
6500	1,55	-0,05	1,50
6750	1,48	-0,05	1,43
7000	1,30	-0,05	1,25
7100	1,10	-	1,10

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,69	+0,01	1,70
4500	1,67	+0,01	1,68
5000	1,69	+0,01	1,70
5500	1,66	+0,01	1,67
6000	1,60	+0,01	1,61
6500	1,51	+0,01	1,52
7000	1,39	+0,01	1,40
7100	1,10	-	1,10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1,42	+0,01	1,43
4500	1,42	+0,01	1,43
5000	1,42	+0,01	1,43
5500	1,42	+0,01	1,43
6000	1,37	+0,01	1,38
6500	1,32	+0,01	1,33
7000	1,20	+0,01	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	1253 kg	-4 kg	1249 kg	28,8 mm	-	28,8 mm		0,88	102 l.	-	TBD	AERO.KIT "D" WITH 7.5mm REAR WING GURNEY MANDATORY	
FERRARI	488 GTE	1291 kg	-9 kg	1282 kg				See table	1,10	91 l.	-	TBD		
FORD	GT	1275 kg	+20 kg	1295 kg				See table	0,90	96 l.	-	TBD		
PORSCHE	911 RSR GTE	1269 kg	+10 kg	1279 kg	29,9 mm	-	29,9 mm		0,89	100 l.	-	TBD		

Notes:

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

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Ferrari 488 GTE

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,69	-0,03	1,66
4500	1,67	-0,03	1,64
5000	1,69	-0,03	1,66
5500	1,66	-0,03	1,63
6000	1,60	-0,03	1,57
6500	1,51	-0,03	1,48
7000	1,39	-0,03	1,36
7100	1,10	-	1,10

FORD - GT

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4200	1,42	-0,03	1,39
4500	1,42	-0,03	1,39
5000	1,42	-0,03	1,39
5500	1,42	-0,03	1,39
6000	1,37	-0,03	1,34
6500	1,32	-0,03	1,29
7000	1,20	-0,03	1,17
7100	1,00	-	1,00

Maximum Boost Pressure Control Strategy

