

TO: Teams Manufacturers
CATEGORY: LMP1 LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_1920-D0002-LMGTE-BOP-BARC

DATE: 19/07/2019 **FROM:** The Endurance Committee

SUBJECT: BOP for the Prologue (held in Barcelona)

APPLICABLE REGULATION

Article 6.3.4 2019-2020 FIA World Endurance Championship Sporting Regulations

DECISION

In application of Article 6.3.2 of the 2019-2020 FIA World Endurance Championship Sporting Regulations, 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:

And is applicable:

- until further notice**
 for the mentioned event(s) only

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	1257 kg	-	1257 kg				See table	0,94	101 l.	-	101 l.	
FERRARI	488 GTE EVO	1280 kg	-	1280 kg				See table	1,10	91 l.	-	91 l.	
PORSCHE	911 RSR - 19	1254 kg	-	1254 kg	30,1 mm	-	30,1 mm		0,89	TBD	-	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	1,48	-	1,48
4500	1,53	-	1,53
5000	1,53	-	1,53
5500	1,54	-	1,54
6000	1,54	-	1,54
6500	1,49	-	1,49
7000	1,40	-	1,40
7200	1,37	-	1,37
7300	1,20	-	1,20

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,73	-	1,73
4500	1,70	-	1,70
5000	1,71	-	1,71
5500	1,70	-	1,70
6000	1,63	-	1,63
6500	1,54	-	1,54
7000	1,42	-	1,42
7100	1,10	-	1,10

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 AMR	1257 kg	+10 kg	1267 kg				See table	0,94	101 l.	-3 l.	98 l.	
FERRARI	488 GTE EVO	1280 kg	+10 kg	1290 kg				See table	1,10	91 l.	-2 l.	89 l.	
PORSCHE	911 RSR GTE	1239 kg	+10 kg	1249 kg	30,6 mm	-0,4 mm	30,2 mm		0,89	101 l.	-3 l.	98 l.	

Notes:

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- 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

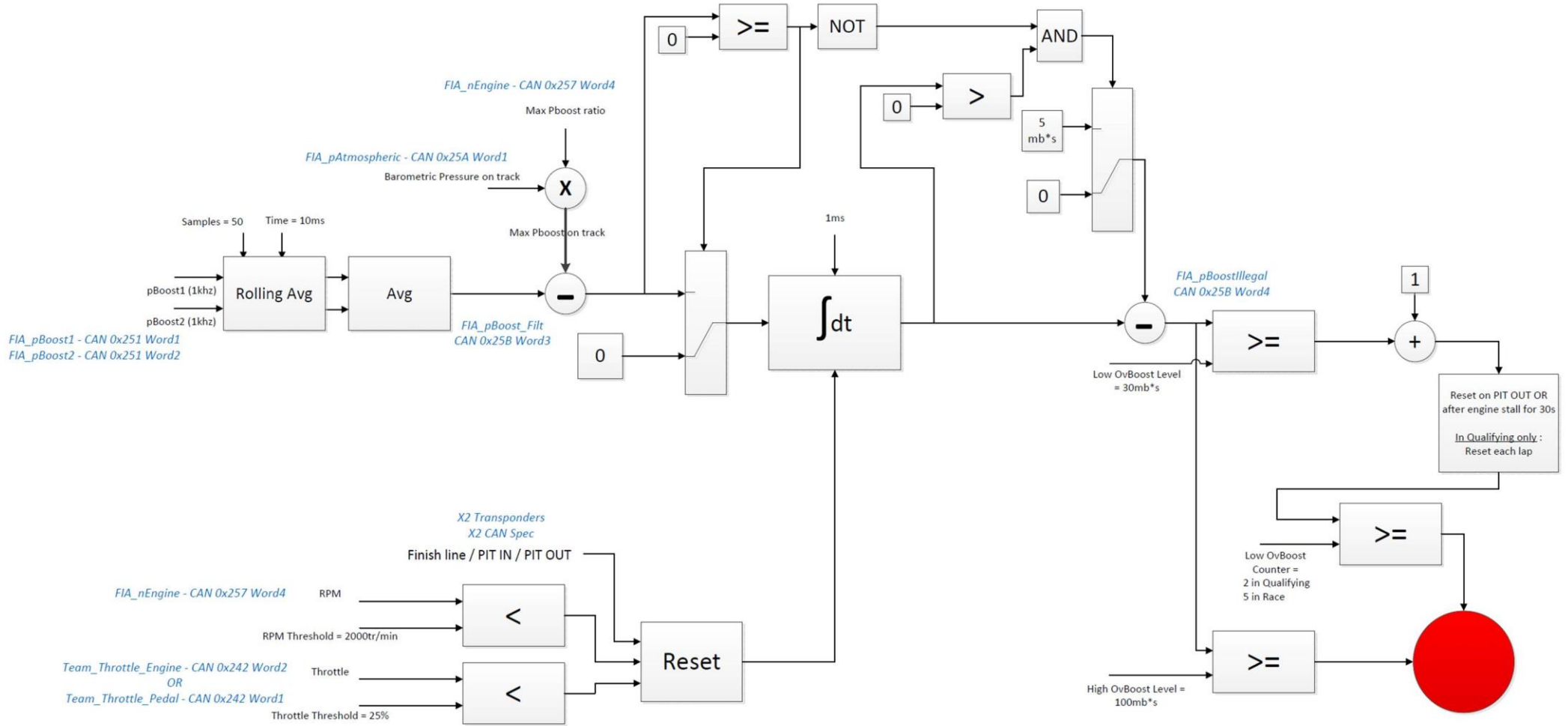
Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,48	-0,03	1,45
4500	1,53	-0,03	1,50
5000	1,53	-0,03	1,50
5500	1,54	-0,03	1,51
6000	1,54	-0,03	1,51
6500	1,49	-0,03	1,46
7000	1,40	-0,03	1,37
7200	1,37	-0,03	1,34
7300	1,20	-	1,20

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,73	-0,04	1,69
4500	1,70	-0,04	1,66
5000	1,71	-0,04	1,67
5500	1,70	-0,04	1,66
6000	1,63	-0,04	1,59
6500	1,54	-0,04	1,50
7000	1,42	-0,04	1,38
7100	1,10	-	1,10

Any decision taken by the Endurance Committee is not subject to appeal.

Maximum Boost Pressure Control Strategy



Any decision taken by the Endurance Committee is not subject to appeal.