

TO: Teams Manufacturers

CATEGORY: LMP1 LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_1920-D0045-LMGTE-BOP-LEMANS-RACE

DATE: 18/09/2020

FROM: The Endurance Committee

SUBJECT: BOP & LMGTE Am success ballast for the Le Mans Competition

APPLICABLE REGULATION

Article 6.3.4 2020 24 Hours of Le Mans Supplementary Regulations

DECISION

In application of Article 6.3.4 of the 2020 24 Hours of Le Mans Supplementary Regulations, please find below:

- on page 2/4, the LMGTE Pro table;
- on page 3/4, the LMGTE Am BOP & success ballast 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 Competition(s) only

LMGTE PRO													
MANUFACTURER	MODEL NAME	CHASSIS			ENGINE				FUEL			ADDITIONAL COMMENTS	
		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	1246 kg	-	1246 kg				See table	0,94	97 l.		97 l.	AEROKIT B
FERRARI	488 GTE EVO	1279 kg	-	1279 kg				See table	1,10	89 l.	-	89 l.	
PORSCHE	911 RSR - 19	1286 kg	-	1286 kg		-	30,0 mm		0,89	97 l.	+1 l.	98 l.	

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

For refuelling time, please refer to Endurance Committee decision

[WEC_1920-D0043-LMGTE-Le-Mans-Refuelling-Amended](#)

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	1,45	-	1,45
7000	1,36	-	1,36
7200	1,32	-	1,32
7300	1,20	-	1,20

FERRARI - 488 GTE EVO

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,70	-	1,70
4500	1,68	-	1,68
5000	1,70	-	1,70
5500	1,67	-	1,67
6000	1,61	-	1,61
6500	1,52	-	1,52
7000	1,40	-	1,40
7100	1,10	-	1,10

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

All decisions are available on: <http://fiawec.alkamelsystems.com/>

LMGTE AM													
MANUFACTURER	MODEL NAME	CHASSIS			ENGINE				FUEL			ADDITIONAL COMMENTS	
		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	1256 kg		1256 kg				See table	0,94	95 l.	-	95 l.	AEROKIT B
FERRARI	488 GTE EVO	1289 kg		1289 kg				See table	1,10	87 l.	-	87 l.	
PORSCHE	911 RSR GTE	1276 kg		1276 kg	29,9 mm	-	29,9 mm		0,89	98 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

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ASTON MARTIN - VANTAGE AMR

Engine rpm	Pboost ratio Max (-)		
	prev. (1)	adjust. (2)	final
4000	1,42	-	1,42
4500	1,47	-	1,47
5000	1,47	-	1,47
5500	1,48	-	1,48
6000	1,48	-	1,48
6500	1,42	-	1,42
7000	1,33	-	1,33
7200	1,29	-	1,29
7300	1,20	-	1,20

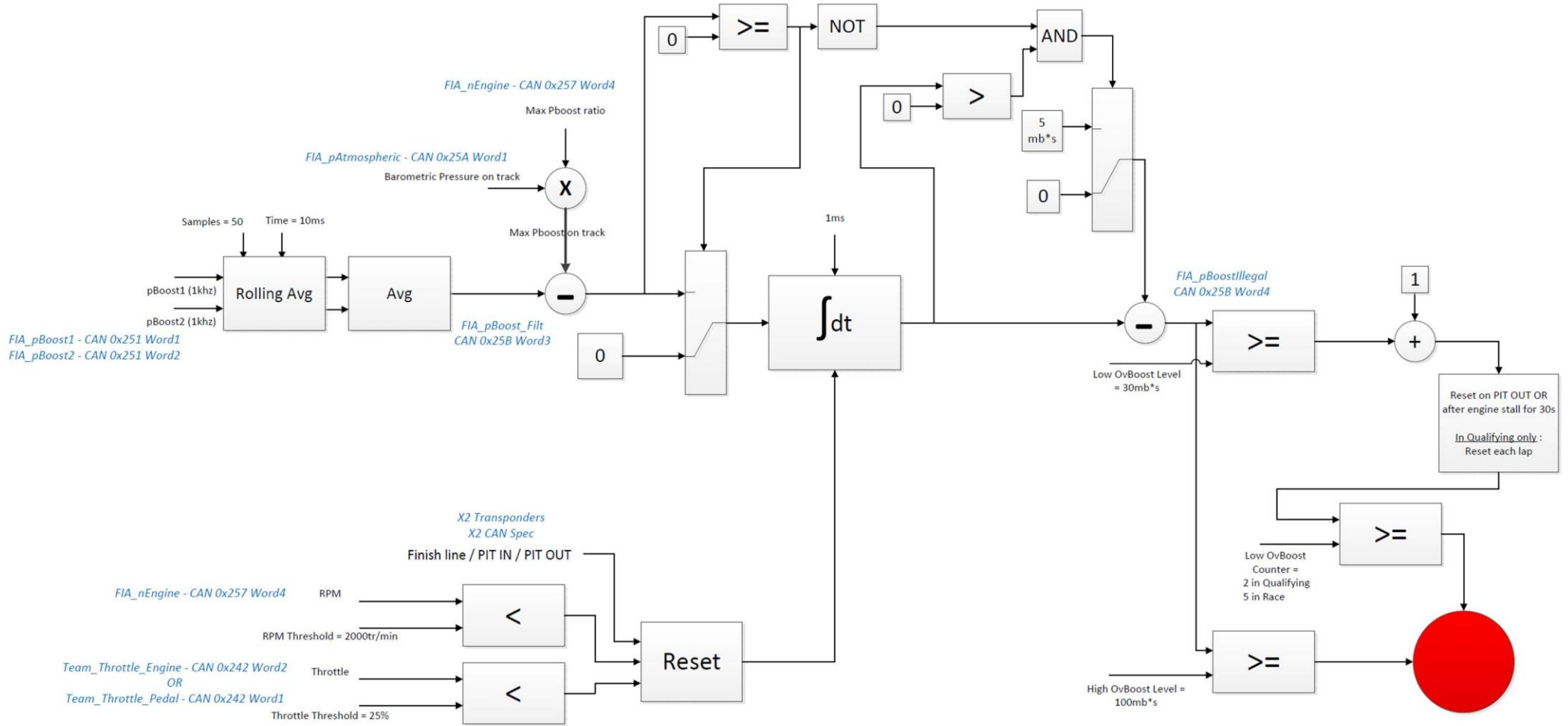
FERRARI - 488 GTE EVO

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

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Maximum Boost Pressure Control Strategy



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