

TO: ☒ Teams ☒ Manufacturers

CATEGORY: ☐ Hypercar ☒ LMGT3

DECISION N°: WEC_2025_D30_LMGT3_BOP_**Amended**

DATE: 06/06/2025 **FROM:** The WEC Committee

SUBJECT: Balance of Performance for LMGT3 category

APPLICABLE REGULATION

Article 6.2.1 ☒ 2025 24 Hours of Le Mans Supplementary Regulations

DECISION

Please find below the LMGT3 BOP table.

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



Le Mans

Vehicles		Power				Weight		Aero			Energy	
MANUFACTURER		Max. Power below 200 kph* (curve)		Power gain after 200 kph* (%)		Weight without success ballast (kg)		Min.RW angle (°)	Max.RW angle (°)	Min. ride height (mm)	Maximum Stint Energy (MJ)	
		adj.	current	adj.	current	adj.	current	current	current	current	adj.	current
ASTON	Vantage AMR LMGT3		P15		6.0%		1340	7.0	9.3	50		686
BMW	M4 LMGT3		P6		1.6%		1320	-2.0	3.3	50		672
CORVETTE	Z06 LMGT3.R		P1		-4.6%		1333	1.2 (**)	5.6 (**)	50		682
FERRARI	296 LMGT3		P15		1.3%		1332	1.0	3.5	50		674
FORD	Mustang LMGT3		P1		0.0%		1318	3.2	5.7	50		680
LEXUS	RC F LMGT3		P2		-3.7%		1354	7.0	9.0	50		694
MC LAREN	720S LMGT3 Evo		P11		0.4%		1328	1.75	8.5	50		680
MERCEDES	AMG LMGT3		P7		3.7%		1360	0.0	6.8	50		718
PORSCHE	911 GT3 R LMGT3		P4		-1.0%		1315	6.3	10.8	50		670

(*) speed threshold may be reviewed

(**) with ACO/FIA centerline Jig

Adjustments are made with: the data & information provided by the manufacturers, the analysis made by ACO/FiA