



IMSA TECHNICAL BULLETIN IWSC #25-50

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: May 22, 2025
Re: IMSA Balance of Performance: Detroit Event

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following Balance of Performance values are set for the indicated Car Models. The column listed as current is the current specification after any adjustment is applied and thus the required specification for the Event(s). These decisions come into effect immediately and are applicable until further notice.

<u>Regulatory BoP Parameter</u>	<u>GTP</u>	<u>Unit</u>
PPULimit_BoP	0	kW
PPULimitRate_BoP	0.2	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW
TDT_LimitRate_BoP	10	Nm*s
TDT_MaxIntegral_BoP	150	Nm*s

		Maximum Power (kW)																																									
		480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	
Engine Speed (N/Nmax)	<0.550	236	237	237	238	238	239	239	240	240	241	241	242	242	243	243	244	244	245	245	246	246	247	247	248	248	249	249	250	250	251	251	252	252	253	253	254	254	255	255	256	256	
	0.550	236	237	237	238	238	239	239	240	240	241	241	242	242	243	243	244	244	245	245	246	246	247	247	248	248	249	249	250	250	251	251	252	252	253	253	254	254	255	255	256	256	
	0.575	258	259	259	260	260	261	261	262	262	263	264	264	265	265	266	266	267	267	268	268	269	270	270	271	271	272	272	273	273	274	274	275	275	276	276	277	277	278	278	279	279	
	0.600	277	278	278	279	279	280	281	281	282	282	283	284	284	285	285	286	287	287	288	288	289	290	290	291	291	292	292	293	293	294	295	295	296	296	297	297	298	298	299	299	300	300
	0.625	297	298	298	299	299	300	301	301	302	302	303	304	304	305	305	306	307	307	308	308	309	310	310	311	312	312	313	314	314	315	316	316	317	317	318	319	319	320	321	321	322	322
	0.650	317	318	318	319	320	320	321	322	322	323	324	324	325	325	326	327	327	328	329	329	330	331	331	332	333	333	334	335	335	336	337	337	338	338	339	340	340	341	342	342	343	343
	0.675	337	338	338	339	340	341	341	342	343	343	344	345	345	346	347	348	348	349	350	350	351	352	352	353	354	355	355	356	357	357	358	359	359	360	361	362	362	363	364	364	365	365
	0.700	358	359	359	360	361	362	362	363	364	364	365	366	366	367	368	369	369	370	371	371	372	373	374	374	375	376	377	377	378	379	380	380	381	382	383	383	384	385	386	386	387	387
	0.725	378	379	380	380	381	382	383	383	384	385	386	386	387	388	389	389	390	391	392	392	393	394	395	395	396	397	398	399	399	400	401	402	403	403	404	405	406	407	407	408	409	409
	0.750	397	398	399	399	400	401	402	403	403	404	405	406	407	407	408	409	410	411	411	412	413	414	415	416	416	417	418	419	420	421	422	422	423	424	425	426	427	427	428	429	430	430
	0.775	415	416	417	418	418	419	420	421	422	423	424	424	425	426	427	428	429	429	430	431	432	433	434	435	435	436	437	438	439													

GTD	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Fuel	Notes	
GTD PRO	Manufacturer	Car Model	Weight No Fuel/Driver	N _{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	Type	
					Speed ≤ V1	Speed ≥ V2								
					(kg)	(rpm)								
	Aston Martin	Vantage GT3 EVO	1320	7000	92.9	91.2	170	180	9.0	ITEF maximum	893	22.325	IMSA 100	
	BMW	M4 GT3 EVO	1336	7250	92.0	94.5	170	180	3.0	ITEF maximum	877	21.925	IMSA 100	
	Corvette	Z06 GT3.R	1360	8000	94.0	99.0	170	180	4.9	ITEF maximum	888	22.200	IMSA 100	
	Ferrari	296 GT3	1359	7750	82.4	85.5	170	180	4.7	ITEF maximum	874	21.850	IMSA 100	
	Ford	Mustang GT3	1315	8250	100.0	100.0	170	180	5.0	ITEF maximum	888	22.200	IMSA 100	9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1340	8300	89.1	90.3	170	180	8.7	ITEF maximum	899	22.475	IMSA 100	
Lexus	RC F GT3	1356	7200	91.7	96.4	170	180	12.0	ITEF maximum	916	22.900	IMSA 100		
Mercedes	AMG GT3	1344	7900	86.4	91.0	170	180	7.0	ITEF maximum	898	22.450	IMSA 100		
Porsche	911 GT3 R (992)	1363	8950	90.1	95.4	170	180	10.0	ITEF maximum	862	21.550	IMSA 100		

* Linear interpolation used between V1 and V2

For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Linear interpolation used between each 0.025 step from 0.55 to 1.025 N/N_{max}

For N/N_{max} ≥ 1.025, maximum power is 0.856 of maximum power at N/N_{max} = 1.000

Declared power varies - comparisons between cars are invalid

** Angle at Y=0 using measurement described in ITEF (stated minimum angle includes tolerance)

Regulatory BoP Parameter	GTD	Unit
	GTD PRO	
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW