



IMSA TECHNICAL BULLETIN IWSC #26-12

To: All IMSA WeatherTech SportsCar Championship Competitors
From: IMSA Competition
Date: January 8, 2026
Re: IMSA Balance of Performance: Daytona ROAR and Rolex 24 Events

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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.

GTP	Vehicles		Minimum Mass	Maximum Power				Energy		Fuel
Manufacturer	Car Model	Weight	N _{max}	Maximum Power*		V1	V2	Maximum Stint Energy	Stint Energy Replenishment Rate	Type
		No Fuel/Driver		Speed ≤ V1	Speed ≥ V2					
		(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(MJ)	(MJ/sec)	
Acura	ARX-06	1041	9512	100.0	97.3	230	240	899	22.475	R80
Aston Martin	Valkyrie	1030	8400	98.8	100.0	230	240	913	22.825	R80
BMW	M Hybrid V8	1038	8000	99.6	98.1	230	240	903	22.575	R80
Cadillac	V-Series.R	1033	8800	100.0	97.1	230	240	896	22.400	R80
Porsche	963	1035	8158	99.6	98.1	230	240	903	22.575	R80

* Linear interpolation used between V1 and V2.
 % of High power curve defined in LMDh TR 5.1.2. and LMH TR Appendix 4b
 For N/N_{max} < 0.55, maximum power is equal to N/N_{max} = 0.55

Roar Sessions 1 and 2

Regulatory BoP Parameter	GTP	Unit
PPULimit_BoP	0	kW
PPULimitRate_BoP	1.0	kW
PPUMaxIntegral_BoP	10	kJ
PPURate_BoP	20	kW
TDT_LimitRate_BoP	10	Nm*s
TDT_MaxIntegral_BoP	150	Nm*s

All other Sessions

Regulatory BoP Parameter	GTP	Unit
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

GTD	Vehicles		Minimum Mass	Maximum Power				Rear Wing Angle		Energy		Notes	
GTD PRO	Manufacturer	Car Model	No Fuel/Driver	N _{max}	% of Maximum Declared Power*		V1	V2	Minimum **	Maximum **	Maximum Stint Energy	Stint Energy Replenishment Rate	
					Speed ≤ V1	Speed ≥ V2							
			(kg)	(rpm)	(%)	(%)	(km/h)	(km/h)	(deg)	(deg)	(MJ)	(MJ/sec)	
	Aston Martin	Vantage GT3 EVO	1336	7000	95.0	92.3	190	200	ITEF minimum	8.2	885	22.125	
	BMW	M4 GT3 EVO	1350	7500	96.3	94.0	190	200	3.5	ITEF maximum	886	22.150	
	Corvette	Z06 GT3.R	1355	8000	99.2	97.1	190	200	5.9	ITEF maximum	886	22.150	
	Ferrari	296 GT3 EVO	1323	7750	88.9	85.0	190	200	3.1	ITEF maximum	856	21.400	2026 EVO
	Ford	Mustang GT3	1374	8250	100.0	97.4	190	200	2.4	5.6	886	22.150	2026 EVO 9.3.1.c Maximum Height 2.3 m, 9.8.2 does not apply.
	Lamborghini	Huracan GT3 EVO2	1370	8300	88.5	86.4	190	200	4.9	8.1	876	21.900	
	Lexus	RC F GT3	1356	7200	96.8	92.1	190	200	4.3	7.5	904	22.600	
	McLaren	720S GT3 EVO	1330	8100	95.2	93.2	190	200	4.5	7.7	883	22.075	
	Mercedes	AMG GT3	1356	7900	93.2	93.5	190	200	ITEF minimum	3.2	913	22.825	
	Porsche	911 GT3 R (992)	1356	8950	97.5	99.4	190	200	ITEF minimum	ITEF maximum	869	21.725	2026 EVO

* 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 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