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IMSA TECHNICAL BULLETIN IWSC #18-15

To: All IMSA WeatherTech SportsCar Championship Participants
From: IMSA Competition
Date: 01 March 2018
Re: 2018 WeatherTech Championship Technical Regulations Updates

Please find the updated 2018 IWSC Technical Regulations:

- 2018 IWSC Technical Regulations P 03/01/18
- 2018 IWSC Technical Regulations P Redline 03/01/18

- 2018 IWSC Technical Regulations GTLM 03/01/18
- 2018 IWSC Technical Regulations GTLM Redline 03/01/18

- 2018 IWSC Technical Regulations GTD 03/01/18
- 2018 IWSC Technical Regulations GTD Redline 03/01/18

Notes on revisions are below. Please see updated regulations for full text.

Prototype:

- 5.3.1.
 - Adding Fuel Delivery Testing and Fuel Consumption Testing to Technical Eligibility Testing
- 8.1.2.a.
 - Updating FIA Technical Regulations for LM P2 Prototype to 2018 Regulations
- 9.6.1.a.
 - Entrants may install a driver hydration system upon approval from IMSA
- 9.10.3.
 - Boost Control Strategy Inputs table updated, and a threshold table added.
 - New Low Overboost Counter Reset Conditions
 - New Low Overboost Qualifying Limits
- 9.10.5.
 - Automated and driver-initiated boost control strategies used for competitive advantage that result in Low Overboost counters are not permitted
- 9.13.3.c.
 - Configuration of Fuel Cell designed to decrease minimum refueling time below the minimum time listed in the class specific BoP table is prohibited
- 9.14.10.a.
 - Brake Duct Inlet Blockers must be non-moveable
- 10.1.3.a.
 - Text changed from will to may for clarification on fuel flow sensor assignments on LMP2 Cars
- 10.1.3.b.
 - Clarification on Entrant's responsibility of the calibration and accuracy of laser ride height sensors
- 10.1.4.
 - Sensor Declaration Form must be submitted 24 hours before load-in day of an Event
- 10.1.5.b.
 - Fuel Flow Sensor must have a valid calibration for the entire duration of all IMSA Sanctioned Events

- 11.2.1.b.
 - Configuration of Pit Tank designed to decrease minimum refueling time below the minimum time listed on the class specific BoP table is prohibited
- 11.3.1.a.
 - RPXpress contact number added
- 11.3.2.b.
 - Configuration of any peripheral connection of autonomous supply tank to decrease the minimum refueling time below the minimum time listed in the class specific BoP table is prohibited
- 11.3.2.c.
 - During fuel delivery operations, the deadman ball throat must be aligned axially with the deadman valve body
- 11.7.2.
 - Refueling rig restrictor diameters are no longer released on BoP tables, instead minimum refueling times are posted on the BoP Tables
 - At each Event, Entrants must declare the diameter of their refueling rig restrictor
 - IMSA utilizes calibrated autonomous fuel supply tank level sensor systems, calibrated vehicle fuel flow sensors, and minimum refueling time audits to check minimum refueling times

GTLM:

- 5.3.1.
 - Adding Fuel Delivery Testing and Fuel Consumption Testing to Technical Eligibility Testing
- 8.1.2.a.
 - Updating FIA Technical Regulations for Grand Touring Cars (LM GTE) to 2018 Regulations
- 9.6.1.a.
 - Entrants may install a driver hydration system upon approval from IMSA
- 9.10.3.
 - Boost Control Strategy Inputs table updated, and a threshold table added.
 - New Low Overboost Counter Reset Conditions
 - New Low Overboost Qualifying Limits
- 9.10.5.
 - Automated and driver-initiated boost control strategies used for competitive advantage that result in Low Overboost counters are not permitted
- 9.11.5.c.
 - Requirement of FIA Homologated Gear Set use at Sebring removed
- 9.13.3.c.
 - Configuration of Fuel Cell designed to decrease minimum refueling time below the minimum time listed in the class specific BoP table is prohibited
- 9.14.10.a.
 - Brake Duct Inlet Blockers must be non-moveable
- 10.1.4.
 - Sensor Declaration Form must be submitted 24 hours before load-in day of an Event
- 10.1.5.b.
 - Fuel Flow Sensor must have a valid calibration for the entire duration of all IMSA Sanctioned Events
- 11.2.1.b.
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- 11.3.1.a.
 - RPXpress contact number added
- 11.3.2.b.
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- 11.3.2.c.
 - During fuel delivery operations, the deadman ball throat must be aligned axially with the deadman valve body
- 11.3.3.a.
 - In duel point refueling, the dedicated vent hose maximum inside diameter must be less than 1.5 inches
- 11.7.2.
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GTD:

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