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## IMSA TECHNICAL BULLETIN IPC #19-01

To: All IMSA Prototype Challenge Participants  
From: IMSA Competition  
Date: 2 November 2018  
Re: IMSA Prototype Challenge 2019 Technical Regulations

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IMSA has published the Technical Regulations for the IMSA Prototype Challenge as of today's date in Blackline and Redline forms for the LMP3 Class.

All cars will be held to these Technical Regulations for IMSA events.

After this date, changes to the IMSA Prototype Challenge Technical Regulations are issued via Technical Bulletin and an updated edition of the affected Technical Regulation(s) published, with an additional document showing the changes in red. The Blackline version is the official Regulations.

Notable changes from the 2018 Regulations are as follows:

[2019 IPC Technical Regulations LMP3 11/02/18](#)

[2019 IPC Technical Regulations LMP3 REDLINE 11/02/18](#)

### 7.7. Fire Suppression

- 7.7.1. Extinguishing media must be compatible with all aspects and accessories of the fire suppression system.
  - a. Compliance with FIA 8865-2016 is **mandatory recommended**.

### 8.1. LMP3

- 8.1.1. Class Structure: LMP3 cars compete in the LMP3 Class of the IMSA PROTOTYPE CHALLENGE **PRESENTED BY MAZDA** (IPC).

### 9.1. General (Vehicle Systems)

- 9.1.1. All Vehicle Systems and associated sub-systems are listed in this Article.
  - a. Where change to the ~~se Homologated~~ Vehicle Systems is permitted, regulatory text is **bold and underlined**.
  - b. Where change to the ~~se Homologated~~ Vehicle Systems is prohibited, regulatory text is light grey.
  - c. Advisory statements are in normal text.

### 9.4. Dimensions

- 9.4.1. General
  - a. **IMSA's measurement instruments are the official measurement instruments.**

### 9.17. Wheels & Tires

- 9.17.1. General
- 9.17.2. Wheels
- 9.17.3. Wheel Attachment
- 9.17.4. Tires
  - a. The approved tire supplier for this Class is **Continental Tire. Michelin.**

### 10.3. Driver ID System

10.3.1. ~~Cars must be equipped with a Driver ID system to identify the active Driver piloting the Car.~~

a. ~~Driver ID Kit contains the following components:~~

~~Three (3) Driver ID plugs  
Transponder~~

10.3.2. ~~Driver ID transponder system must be installed and functioning during Events.~~

a. ~~Outside interference must not exceed those levels commonly used in the automotive industry, as described in 95/54/EEG.~~

b. ~~Transponder must be installed:~~

~~In a vertical orientation  
With appropriate thermal protection in an area where the temperature cannot exceed 50 °C  
Above non-conductive surfaces such as fiberglass or aramid panel~~

c. ~~Transponder consumes less than 40 mA (10-30 VDC), and must:~~

~~Be a fused, 12-volt DC configuration  
Meet the specifications defined by ISO 7637~~

d. ~~Transponder connection cables must be installed with appropriate thermal protection against temperatures exceeding:~~

~~i. Black Cables: 150 °C  
ii. Blue Cables: 70 °C~~

e. ~~In cases where the cable installation requires severing the Driver ID transponder loom, the Entrant must:~~

~~Fit an appropriate connector  
Ensure the integrity of the system connectivity is always maintained~~

f. ~~Female Driver ID plug(s), (i.e. Driver #1 through Driver #5) may be installed inside the Car cockpit or attached to the individual Drivers' helmets.~~

~~Alternative installation types must be approved by IMSA.~~

g. ~~Entrant is responsible for replacing a lost or damaged Driver ID Transponder.~~

~~Replacement cost is listed in the IMSA Accessories Order Form~~

~~i. Transponder and plugs must be tested and operate to the satisfaction of the Timing and Scoring Officials~~

10.3.3. Cars must be equipped with the Motec Driver ID Module # RG OTC

a. Available for purchase through Motec

10.3.4. Entrant must supply Driver ID Plugs

10.3.5. Female Driver ID plug(s), (i.e. Driver #1 through Driver #5) may be installed inside the Car cockpit or attached to the individual Drivers' helmets.

a. Alternative installations must be approved by IMSA.

10.3.6. Transponder and plugs must be tested and operate to the satisfaction of the Timing and Scoring Officials

### 10.4. X2 Transponder System

10.4.1. Installation of the X2 system must be in accordance with the Manufacturer submitted form added to the Technical Credential.

10.4.2. Cars must be equipped with the X2 Transponder System Kit

a. Kit contains the following components:

- i. X2 Transponder
  - ii. Isolation Mounts
  - iii. Motec Driver ID Module # RG OTC
- b. Entrant must supply the following additional item(s):
  - i. X2 Transponder Mounting Bracket (available for purchase as listed in the IMSA Accessories Order Form).
  - ii. M4 Socket Head Cap Screw and Washer.
  - iii. Driver ID Plugs
- 10.4.3. Female Driver ID plug(s), (i.e. Driver #1 through Driver #5) may be installed inside the Car cockpit or attached to the individual Drivers' helmets.
  - a. Alternative installations must be approved by IMSA.
- 10.4.4. Entrant is responsible for replacing a lost or damaged X2 Transponder.
  - a. Replacement cost is listed in the IMSA Accessories Order Form
- 10.4.5. Transponder and plugs must be tested and operate to the satisfaction of the Timing and Scoring Officials.
- 10.4.6. Transponder consumes less than 300 mA (10-15 VDC), and must:
  - a. Be a fused, 12-volt DC configuration
  - b. Meet the specifications defined by ISO 7637

### 11.1. Fuel Transfer

- 11.1.2. Fuel transferred to the autonomous supply tank must be delivered by means of a hose fitted with a self-sealing connector (e.g. dry break, cam-lock) connected to the autonomous supply tank.

### 11.2. Pit Tank

- 11.2.2. Refueling tank height is measured from the top surface of the vessel, not including vent, cover plate or fasteners, ~~to the track surface where the refueling takes place.~~ at a distance of 1.25 meters from the outermost face of the pit wall
- ~~11.2.3. The Maximum refueling tank heights are:~~
  - ~~i. 6.0 feet or as listed on the Balance of Performance Chart~~
  - b. The required refueling tank height is 2.0 meters with a tolerance of +0/-1.0 cm.
  - c. Once inspected by an IMSA Official the Autonomous Supply Tank and Trolley may not be moved until the conclusion of the race or upon an approved retirement via TIMS..

### 11.3. Peripheral Connections

- 11.3.1. Tanks must be equipped with the IMSA-specified peripheral connections between the tank outlet and the refueling hose.
  - a. Parts must be purchased from RPXpress and used unmodified:

Part Number	Part	Description
BSR-FR FN40	Outlet Flange	Bottom Tank 12-bolt housing
ATL-TF 147	12-Bolt Gasket	
BSR.FR.R.36GOLD	36.0mm Restrictor	Upper Restrictor (for Positive Seal to Elbow)
BSR-FR 1981	Bottom 80 deg. Elbow	Female Camlock x 2" Male
BSR-P5K56	Adapter	Adapter 2" Male to 1 1/2" Camlock
BSR.P.5K56.SS	Restrictor Housing	Deadman Outlet, 2" Male to 1 1/2" Camlock
BSR.P.5K.RPX.SS	Hose Coupler	1.5" OD barb to Deadman outlet
1 Deadman Valve:		

BSR-FR-R003	Deadman Valve (new design)	Stainless Deadman Valve
BSR-FR-R002	Deadman Valve (old design)	Brass Deadman Valve
<b>Restrictor:</b>		
<b>BSR-FR-RXXX</b>	<b>Individual Restrictors</b>	<b>XX indicates restrictor diameter in mm</b>

#### 11.4. Refueling Hoses

- 11.4.1. Refueling/vent hoses must have one end equipped with a self-sealing connector to fit the autonomous supply tank outlet.
- 11.4.2. Refueling/vent hoses may be protected for the sole purpose of resisting abrasion damage.
  - a. Cover must be easily removable by means of full-length Velcro or zipper.
  - b. Cover must be non-reflective
- 11.4.3. Hose maximum inside diameter
  - a. Dual-Port systems must be less than 1.5 inches for all hoses.
  - b. Single-Port (coaxial) systems must be less than 1.5 inches for Refueling Hose and less than 75.0 mm for the vent hose

#### 11.5. Trolley Tank Support Stand

- 11.5.1. The tank must be attached to one of the following:
  - a. Scissor style (X-brace) stand
  - b. To a trolley meeting the following requirements:
    - i. All tower components must be assembled without any degree of freedom in relation to the trolley.
    - ii. Have a surface area greater than two (2) square meters.
    - iii. **Be installed with Utilize** four (4) self-braking casters.
    - iv. Be ballasted with a weight exceeding that of the tank when filled with fuel.

#### 11.7. Refueling Restrictor

- 11.7.1. During refueling, all fuel entering the Car must pass through the refueling restrictor.
- 11.7.2. Refueling Restrictor must meet the following criteria:
  - a. Material must be an aluminum alloy.
  - b. Must comply with the IMSA Fuel Restrictor Part Drawing at the end of these Technical Regulations
- 11.7.3. IMSA may adjust the refueling rig restrictor diameter and ~~refueling rig height~~ via Technical Bulletins.
  - a. Refueling restrictors may be purchased from RPXpress (Phone: +1-828-428-0820 Email: [Imcelwain@rpxpress.com](mailto:Imcelwain@rpxpress.com)).
- 11.7.4. Refueling Restrictors are sealed by IMSA Technical Officials.
  - a. Entrants must receive written approval from IMSA to remove seals following inspection, and seals must be replaced by IMSA Technical Officials prior to on-track activity.
  - b. The following bolts must be drilled for safety-wire sealing of the restrictor
    - i. Two (2) adjacent Bolt heads of the Restrictor Housing
    - ii. Two (2) Hinge Bolts (threaded section) of the Outlet Pipe Cam Lock
    - iii. Two (2) Lock Lever Arms of the Refueling Hose Cam Lock