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## IMSA TECHNICAL BULLETIN IWSC #19-06

To: All IMSA WeatherTech Sportscar Championship Participants  
From: IMSA Competition  
Date: 5 December 2018  
Re: IWSC 2019 Refueling System Technical Regulations Update

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IMSA has published the following updates to the Technical Regulations for all classes of IMSA WeatherTech Sportscar Championship as of today's date in Blackline and Redline format. All cars will be held to these Technical Regulations for IMSA events. The Blackline version is the official Technical Regulations and supersedes all previous versions.

[2019 IWSC Technical Regulations DPi](#)  
[2019 IWSC Technical Regulations DPi REDLINE](#)

[2019 IWSC Technical Regulations LMP2](#)  
[2019 IWSC Technical Regulations LMP2 REDLINE](#)

[2019 IWSC Technical Regulations GTLM](#)  
[2019 IWSC Technical Regulations GTLM REDLINE](#)

[2019 IWSC Technical Regulations GTD](#)  
[2019 IWSC Technical Regulations GTD REDLINE](#)

### 11.2. Pit Tank

- 11.2.4. Once inspected by an IMSA Official the Autonomous Supply Tank, Trolley, **Peripheral Connections**, and **Restrictor must remain as inspected with all IMSA seals intact ~~may not be moved~~** until the conclusion of the Race or upon an approved retirement via TIMS.

### 11.3. Peripheral Connections

- 11.3.2. Deadman valve and bottom 80 deg. elbow assembly must be securely braced to remain attached to the tank in the event of an incident.
- Mechanisms preventing normal operation of the deadman valve are prohibited.
  - Any configuration of the IMSA-mandated design intended to decrease the minimum refueling time below the minimum time listed in the class specific BoP table is prohibited.
  - During fuel delivery operations, the deadman valve must be fully open such that the throat of the ball is aligned axially with the outlet of the deadman valve body **with the actuation handle fully extended**