



IMSA COMPETITION BULLETIN IMPC #20-09

To: IMSA Michelin Pilot Challenge Competitors

From: IMSA Competition

Date: 9 July 2020

Re: IMPC Sebring Safety/Technical Inspection - COVID-19

One Daytona Blvd.
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Safety Inspection Procedure

- Entrant Representatives are required to complete the online pre-Event Scrutineering Declaration per IMPC Competition Bulletin #20-08.
- The Safety Declaration includes critical information on the safety equipment of the Car
- Mandatory track safety inspections are scheduled by appointment. An appointment schedule will be distributed prior to the event.
- A revised safety inspection process with random checks will be utilized confirming the pre-Event Scrutineering Declaration.
- Teams are required to present their Car(s) at the designated time(s) outside of the Michelin Pilot Challenge series inspection tent in an area selected by IMSA officials.
- Cars must be spaced adequately to allow for 6' social distancing between Team members at all times while in line for safety inspection.
- During the safety inspection, Team members must move away from the Car and return only when requested by IMSA officials.
- When requested by officials, no more than two (2) Team members are allowed at the Car to perform IMSA required work during safety inspection process.
- **GS Class:** DL1 Data loggers and memory cards will be assigned and distributed to select GS Entrants. These GS Entrants must install the DL1 Data Logger per IMSA requirements as specified in Article 10 of the GS Technical Regulations for the duration of the event.
- **TCR Class:** All TCR Entrants are required to complete a mandatory AIM data logger validation and setup check during safety checks. An IMSA Official will direct a Team representative to power up the Car. TCR Entrants are not permitted to leave safety checks until an IMSA Official has completed this procedure.
- Entrants with Cars utilizing In Car Cameras (ICC) will have the systems installed at the Team's paddock.
 - Team members are required to provide access to the Car outside the awning, unless otherwise directed, and adequate social distancing of the installation staff at all times.

Continued on next page



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Autonomous Tank Inspection and Refueling Restrictor Declaration

- Entrants must complete the Refueling Restrictor Declaration via the MERG system within 1 hour of the end of IMPC Practice #2.
- Initial autonomous tank inspection will occur in IMPC Pit Lane at the appropriate pit box.
 - 5:30 – 7:30 pm, Thursday 7/16
 - Measure and seal height adjustment
 - Measure and seal hose length
 - Seal upper flange and deadman to tank
 - Verify Car number displayed correctly
- Final autonomous tank inspection will occur in IMPC Pit Lane at the appropriate pit box.
 - 11:00 am – 1:00 pm, Friday 7/17
 - Measure and match restrictor to declared size
 - Seal hose to restrictor outlet
 - Verify Car number on tank matched assigned Car

Voluntary Technical Inspection Procedure

- Cars must be spaced adequately to allow for 6' social distancing between Team members at all times while in line for safety inspection.
- Team members are not permitted to handle any IMSA equipment, tools, or measurement devices at any time.
- A maximum of four (4) Team members will be allowed push the Car on the tech plate and lift.
- During the inspection process, Team members must move away from the Car behind barriers and then return once IMSA Officials have finished the inspection process (IMSA Officials and Team members should not simultaneously surround the Car).
- One (1) Team member may remain with the Car at a minimum of 6 feet distance from IMSA Officials to observe technical inspection.
- Due to the condensed schedule, Teams will not be permitted to perform measurements on the Technical Inspection plate.
- Cars must present to Technical Inspection with tire valve caps removed and tire pressures set high enough so that no air is required by IMSA.
- IMSA will not provide nitrogen for tire pressures during voluntary Technical Inspection process.
- IMSA Officials will bleed tires down to appropriate pressure once Car is on Technical Inspection plate.
- If tire pressures are too low, inspection of anything relative to or effected by tire pressure will not be checked or recorded by IMSA Officials.
- Teams are encouraged to bring with them a pressurized air tank to add nitrogen in case tire pressures fall while waiting for inspection.
- All paperwork from the technical inspection process will be emailed directly to the Entrant Representative.

Involuntary Technical Inspection Procedure (Impound)

- Impound inspections as normal, Cars selected for Impound shall be announced by Race Control. Cars are subject to random inspection at any time.
- For stall testing and fuel pump-out prior to inspection, two (2) properly attired Team members are permitted access to the Car upon direction from IMSA Officials.
- Once Car is stall tested and pumped dry of all fuel, a maximum of four (4) Team members are permitted to push the Car to the Technical Inspection area and on to the inspection plate at the direction of IMSA Officials.



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- Team members must remove tire valve caps as the Car is presented for Technical Inspection.
- Only IMSA Officials are permitted to add nitrogen to tires prior to inspection.
- Team members must move away from the Car and behind barriers and must not approach during the inspection process unless directed by IMSA Officials.

Data Loggers and Cards -- GS Entrants Assigned DL1 Recorders

- Entrants will be issued assigned scrutineering loggers and data cards during Safety Checks. Entrants are responsible for collection of the data card and the proper installation in the vehicle.
- GS Entrants must install the DL1 Data Logger per IMSA requirements as specified in Article 10 of the GS Technical Regulations for the duration of the event.
- For all sessions except for the Race, Entrants must upload all data logged to the assigned data cards to the designated file sharing website within thirty (30) minutes of the completion of each session. IMSA will provide instructions on the file upload process in a separate communication.
- Entrants are responsible for the installation and reinstallation of data cards into the DL1 System.
- After the Race, GS entrants assigned DL1 loggers must turn in the recorder and the data card at Technical Inspection within thirty (30) minutes of the completion of the Race or if impounded, thirty (30) minutes from impound release. Entrants are not required to upload Race data.
- Entrants are responsible for proper operation of the DL1 Logger System during the Event.

Data Cards -- All TCR Entrants

- Entrants will be issued assigned data cards during Safety Checks. Entrants are responsible for collection of the data card and the proper installation in the vehicle.
- Entrants must swap data cards once, following Practice #2 on Thursday July 16 by 6:30 pm
- Data card swaps are done in the designated area in the IMPC Technical Inspection line.
- Entrants are responsible to install and reinstall the data cards into the Data Logger System.
- After the Race, all TCR Entrants must turn in the data card at Technical Inspection within thirty (30) minutes of the completion of the Race or if impounded, thirty (30) minutes from impound release. Entrants are not required to upload Race data.
- Entrants are responsible for a fully functional Data Logger System during the Event.

Data Logger System Assistance -- GS Entrants Assigned DL1 Recorders and All TCR Entrants

- Should Entrant or IMSA identify an issue related to the Data Logger System that requires an IMSA representative to plug into the vehicle, the Entrant may be directed to pull the vehicle out from under the Entrant's awning until this process can be completed.
- Entrants are responsible for a fully functional Data Logger System during the Event.
- While IMSA will make every attempt to work around Car preparation procedures, this will not always be possible and Entrants must respect the direction of IMSA Officials if data logger system maintenance is necessary.