



One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-6500

IMSA TECHNICAL BULLETIN IWSC #21-05

To: All IMSA WeatherTech Sportscar Championship LMP3 Participants
From: IMSA Competition
Date: January 13, 2021
Re: IWSC LMP3 Technical Regulations

Effective immediately, IMSA has published updates to the LMP3 Technical Regulations. The corresponding Technical Regulations have been posted in Redline and Blackline formats. The Blackline format is the official Regulations.

Articles 9 and 11 have been updated to reflect the following changes:

9.13. Fuel System

9.13.5. Fuel Sample Port

a. As Homologated Entrants must equip the Car with the approved self-sealing connector for extraction of fuel samples:

- i. ~~Approved Connector: Staubli P/N: CBI06.7251/IA/JKV.~~
- ii. ~~Must be located immediately before the injector nozzles.~~
- iii. ~~Installation must be approved by IMSA.~~

9.18. Electronics

9.18.1. General

- a. Installation of spotter and interior lighting must utilize the spare wiring loom connection port as provided by the Constructor and must not void the homologation of the Car or any component.
 - i. Installations are subject to IMSA approval.

11.1. Fuel Transfer

11.1.3. ~~The minimum full refueling time for the LMP3 class is 40 seconds~~

11.3. Peripheral Connections

11.3.3. Deadman valve and bottom 80 deg. elbow assembly must be securely braced to remain attached to the tank in the event of an incident.

- a. Any configuration of the IMSA-mandated design intended to decrease the minimum refueling time below the minimum full refueling time listed in the class specific BoP table is prohibited.

11.7. Refueling Restrictor

11.7.3. IMSA may adjust the refueling rig height and the minimum refueling time listed via the class specific BoP Tables and associated Technical Bulletin.