



## IMSA TECHNICAL MEMO IMPC #23-02

To: All IMSA Michelin Pilot Series Competitors

From: IMSA Competition

Date: October 14, 2022

Re: 2023 IMPC Electronics Updates

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### Applies to IMPC Classes:

IMSA is implementing updates to the required Series Electronics utilized in the IMSA Michelin Pilot Challenge (IMPC) effective from the start of the 2023 season. New electronics improve safety features and resolve obsolescence issues, all while generating efficiencies and adding expandability to current systems. IMSA carefully considers all aspects of Sporting and Technical Regulations as it comes to cost sustainability. The same holds true for the series required electronics which serve a purpose of on-track safety systems, data collection, and competition enhancing electronics. This Memo will serve as a guide to the updates by class for 2023. The 2023 Technical Regulations by Class serve as the official requirements. Ordering information for these electronics can be found within this memo or in [the IMPC Equipment Ordering Technical Memo](#).

As stated in 8.1 of the Technical Regulations:

- 8.1.1. All Series required electronics must be installed per the applicable Homologation and/or Declaration.
- 8.1.2. Entrant is responsible for the operation, maintenance, and care of Series required electronics.

Changes from 2022 are shown in **RED**.

<u>Equipment</u>	<u>2022</u>	<u>2023+</u>
Track Condition Radio	Delphi	Delphi
Leader Light System	MoTeC System	XAP System
		MoTeC System
Driver ID System	MoTeC Driver ID System	XAP NTX
		MoTeC Driver ID System
CMS Safety Light System	Delphi Compatible (Yellow Label)	Delphi Compatible (Yellow Label) – (If not utilizing XAP NTX)
		Delphi Compatible Antenna Kit – (XAP NTX Only)
Impact Data Recorder	N/A	FIA Impact Data Recorder



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### Track Condition Radio:

In the past the Delphi Track Condition Radio has been provided by IMSA for leasing. Starting in 2023, [the Delphi Track Condition Radio](#) will now be required for all Competitors to purchase and maintain.

In its standalone application, the complete [CMS Safety Light Kit](#) must be utilized.

This radio offers direct integration with the XAP Marshalling Display. In this application a [CMS Antenna Kit](#) must be utilized. This is optional for all teams.

### Marshalling Display and Driver ID:

The [XAP NTX Marshalling Display](#) provides indication of Track Condition with scalability to Marshalling. In addition to track condition, the display can provide basic information to the Driver such as Laptime and Driver ID status on a dash display.

This device will require a [CMS X2 to XAP Marshalling Harness](#). If teams have an existing X2 harness in the car, then they may continue to use their existing harness.

This is a new system Competitors may choose to opt for however, Competitors may continue to use [MoTeC Driver ID](#) system for 2023 season. This system requires a [MoTeC Driver ID Harness](#).

### Leader Light Panels:

The [XAP Leader Light Panels](#) are designed as a drop-in solution and intended to improve the robustness of the system while reducing the cost of commonly replaced parts.

Voltage and current requirements as well as panel size are consistent with the current MoTeC System. The new system requires a single controller which is linked to the two panels.

For 2023, current working MoTeC Leader Light Panels are permitted while supplies last. The XAP and MoTeC systems are **not** interchangeable.

### Incident Data Recorder:

IMSA will now require use of an FIA Incident Data Recorder. This is a small, battery-operated device that will be provided by IMSA.