



IWSC TECHNICAL MEMO #23-08

To: All IMSA WeatherTech SportsCar Championship Participants
 From: IMSA Competition
 Date: August 17, 2023
 Re: TPMS Status Indicators

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



This Memo clarifies the purpose and syntax of recently added stabilization indicators for TPMS, available in the Bosch CAN data.

The stabilization indicator channels can be found in Bosch Public CAN DBC for the applicable wiring configuration and are named ...pTire_XX_Violation (where xx is fl, fr, rl, rr).

Status	Pressure	Stabilization
0	Above Limit	No
1	Above Limit	Yes
2	Below Limit	No
3	Below Limit	Yes

Each indicator represents whether the pressures have stabilized and pressure relative to the minimum Preco at the least aggressive camber settings. As per Attachment 3 section 3.6.6 of the IWSC Sporting Regulations, values for both the minimum stabilized pressure and camber are contained within the Michelin Bulletins issued prior to the events and available on the IMSA Competitors website.

Entrants should be aware that camber and pressure levels are routinely verified against these requirements and any noncompliance is subject to SR Article 22.7.1 and Attachment 3.6.6.E.vi.

Michelin and IMSA continue, through the regulations contained in Attachment 3 of the IWSC Sporting Regulations, to monitor pressures in the same way as previous throughout 2023.

As an aid to understand the relationship between the stabilization indicators and the pressure/camber limits, an example of the Michelin Tire Usage Requirements document is provided as follows:



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17 May 2023

MMTB_IWSC_2023_16_GTDPro_GTD_Tire_usage_requirements_High_Energy_tracks

[Michelin Motorsport Technical Bulletin](#)

IWSC GTD Pro & GTD Tire Usage Requirements – High Energy tracks

30/68-18

S9M – P2L

Number of stints	Recommended minimum Cold Recommended maximum Static				
	26.1 Psi 1.8 bar	27.6 Psi 1.9 bar	29.0 Psi 2.0 bar	30.5 Psi 2.1 bar	31.9 Psi 2.2 bar
Camber					
More negative than -4.0°	0	0	0	0	0
-3.51° to -4.0°	0	0	2	2	2
From -2° to -3.5°	0	2	2	2	2

Indicators use this pressure and camber.

Cars running higher camber settings must satisfy the associated increased pressure requirements.

Negative camber beyond -4.0 degrees is prohibited.
Stabilized pressure in excess of 31.9 psi / 2.2 bar is permitted.

Stabilized Pressure = average pressure over one lap when pressure variation lap-to-lap $\leq 2\%$ during stint

For cars without IMSA TPMS - Stabilized Pressure = the pressure taken by gauge immediately upon pit box entry at end of a stint

Minimum Static Pressure (for tire pressure control in pit box) = Minimum Stabilized Pressure (per camber range above) – 0.1 bar