



## IWSC TECHNICAL MEMO #24-01

To: All IMSA WeatherTech SportsCar Championship GTD-PRO and GTD Participants  
From: IMSA Competition  
Date: September 11, 2023  
Re: 2024 GTD-PRO and GTD Electronics Update

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### GTD and GTD-PRO Classes:

IMSA is implementing updates to the required Series Electronics utilized in the IMSA WeatherTech SportsCar Championship (IWSC) effective for the IMSA Sanctioned Test at Daytona in December of 2023. As stated in the [GTD/GTD-PRO Electronics Update Technical Memo \(IWSC TM #23-02\)](#), grandfathered solutions will no longer be permitted and Cars must transition to the 2024 specification. This memo will serve as a guide to the updates in the GTD and GTD-PRO Class for 2024. The 2024 Technical Regulations by Class will serve as the official requirements. Ordering information will soon be available on the 2024 Electronics Ordering Link on the [Team Portal](#).

### Harnesses:

In the 2023 Season, cars were permitted to carryover the C60 harness with the use of an adapter loom or construct a new harness for 2023 electronics. In order to consolidate loom configurations and homogenize scrutineering software, the C60 carryover harness will NOT be permitted for use in 2024 as stated in [IWSC TM #23-02](#). Cars must utilize the MS6-SCR Specification Harness updated to 2024 requirements. These requirements are detailed in the forthcoming 2024 Bosch Scrutineering System Manual (BSSM).

Scrutineering harnesses must be certified for use in 2024 by an approved Loom Fabricator. Wiring harnesses previously certified in 2023 must be updated to 2024 requirements and certified for use in 2024. All portions of GTD and GTD-PRO wiring harnesses must be delivered to an approved Loom Fabricator by **October 27<sup>th</sup>** with an anticipated turnaround time of 3-weeks. Loom Fabricators will accept a maximum of 4 loom segments for certification, including cockpit, X2, front, and rear looms.

Approved Loom Fabricators contact information:

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## Leader Light Panels:

In the 2023 season, IMSA permitted the use of both the MoTeC and XAP leader light solutions. As stated in [IWSC TM #23-02](#), the XAP system is mandatory for the 2024 season. MoTeC leader light equipment will no longer be permitted in 2024. 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 are consistent with the previous MoTeC leader light system. The XAP leader light system requires a single module controller which is linked to the two panels.

## Marshalling Display and Track Condition Notification:

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 Lap time and Driver ID status. A mechanics page provides diagnostic information regarding the scrutineering system to assist in compliance with Technical Regulation.

This high-definition display comes in a waterproof aluminum housing and is required in ALL cars in 2024. For the 2024 season, the XAP NTX Dash is mandatory for track condition notification other Safety Light Kits are no longer permitted. MSE receiver and antenna kit utilized in 2023 are required for functionality.

## Autonomous Tank Fuel Flow Sensors:

Starting in 2024, competitors will have the ability to connect to the secondary port of the Sentronics RigFlow sensor and utilize the CAN data in real time. Competitors will be able to purchase a CAN interface system from Creative Motorsports Solutions or Greaves 3D Engineering and secondary port unlock from Sentronics to have the team port enabled on the fuel flow sensor. Sentronics will be in Daytona between the ROAR and Rolex to calibrate in-car and pit tank fuel flow meters as well as offering the upgrade required to utilize the second port.

These solutions are optional for competitors and are not required in 2024.

## TPMS Integration:

To improve Tire Pressure Monitoring System (TPMS) data integrity, the scrutineering system architecture has been updated for 2024. This update requires a direct connection between TPMS ECUs and the IMSA scrutineering logger. Manufacturer specific TPMS will now be required to be connected to CAN Bus Echo. Bus termination and layout must be respected as outlined in the forthcoming 2024 version of the Bosch Scrutineering System Manual (BSSM). Series specific TPMS firmware may be required.

This will be required in all GTD/GTD-PRO Cars in 2024.

## Wheel Speed Integration:

For 2025, IMSA will require direct scrutineering wheel speed measurements. The options available have been outlined in a forthcoming updated version of the Bosch Scrutineering System Manual. It is recommended to include this in any new harness builds.



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## Telemetry:

Telemetry in GTD and GTD-PRO may be required in 2024. This will be a plug and play solution on the Scrutineering wiring harness. The telemetry device will plug directly into the MS6-SCR Logger. Further information on telemetry will be provided as soon as possible.

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