



IWSC TECHNICAL MEMO #24-02

To: All IMSA WeatherTech SportsCar Championship LMP2 Participants
From: IMSA Competition
Date: September 11, 2023
Re: 2024 LMP2 Electronics Update

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LMP2 Class:

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 [LMP2 Electronics Update Technical Memo \(IWSC TM #23-03\)](#), 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 LMP2 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:

Competitors will be required to purchase a wiring harness from Creative Motorsports Solutions (CMS) in 2024. This harness will connect the X2 Transponder to the XAP System, including the XAP NTX Marshalling display and leader lights. The previous MoTeC harness used in the past will no longer be allowed nor will it work with the XAP system. Ordering information will be available on the CMS website soon.

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 #23-03](#), 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.

The XAP NTX Dash will also serve as Driver ID in replacement of the previously used MoTeC system.



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.

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