



IWSC TECHNICAL MEMO #24-03

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

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GTP 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. This memo will serve as a guide to the updates in the GTP 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](#).

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 a forthcoming 2024 version of the Bosch Scrutineering System Manual (BSSM). Series specific TPMS firmware may be required.

This will be required in all GTP Cars in 2024.