



IWSC TECHNICAL MEMO #25-01

To: All IMSA WeatherTech SportsCar Championship GTD-PRO and GTD Participants
From: IMSA Competition
Date: October 25, 2024
Re: 2025 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 November of 2024. This memo will serve as a guide to the updates in the GTD and GTD-PRO Class for 2025. The 2025 Technical Regulations by Class will serve as the official requirements. Ordering information will soon be available on the 2025 Electronics Ordering Link on the [Team Portal](#).

IMSA Technical Eligibility Form (ITEF):

All Car Models in GTD and GTD-PRO must comply with their respective Manufacturer Submitted and IMSA approved ITEF. The ITEF contains all mandatory installation details of the electronics, sensors, and configuration for the Car Model

Wheel Speed Integration:

For 2025, IMSA will require direct scrutineering wheel speed measurements. The options available have been outlined in the Bosch Scrutineering System Manual.

Encrypted Tire Pressure Monitoring System:

All Cars must utilize a Tire Pressure Monitoring System (TPMS), per the Car Model's ITEF, which must operate on the FIA TPMS Standard Communications Protocol. The system must be installed as declared on the applicable ITEF with an intact FIA Seal on all components.

Torque Sensors:

As stated in [IWSC Technical Memo #24-09 IMSA](#) will adopt MagCanica UHA Driveshaft Torque Sensor for the 2025 Season. These driveshaft torque sensors require additional scrutineering equipment including fuel proximity sensor, engine speed sensor, and wheel speed sensors.

Due to bus load limitations, Car Models utilizing a Single CAN Bus solution are not permitted to use CAN Bus ECHO for non-scrutineering components or messages. The torque sensors, anti-rotation devices (ARD), and all associated equipment must comply with the applicable ITEF.