



One Daytona Blvd.
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TECHNICAL MEMO

IWSC TECHNICAL MEMO #25-07

To: All IMSA WeatherTech SportsCar Championship Participants
From: IMSA Competition
Date: January 23, 2025
Re: Impound Driveshaft Torque Meter Offset Test Procedure

Cars Impounded following Qualifying and Race sessions in the 2025 Season must perform a mandatory driveshaft torque meter offset test per the applicable Technical Regulations for the Class. This test must be performed under the observation of (or otherwise at the direction of) IMSA Officials. All impounded Entrants must bring all necessary tools, equipment, and staff required to perform the tests to the Impound area such that the test may be performed once the Car is cleared from the inspection pad.



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IMSA IWSC CUSTOMER BULLETIN

2025 IMPORTANT ROAR AND DAYTONA CALIBRATION INFORMATION

3 January 2025

This document contains important information concerning the use and calibration of the Sentronics FlowSonic GT-100-01 fuel flow meter (FFM) and RigFlow HI-250-01 refuelling rig flow meter (RFM) by IWSC Competitors for the 2025 championship.

2025 IWSC Sentronics Sensor Requirements by Class

Sensor	GT-100-01 (on car)	HI-250-01 (on refuelling rig)
Mandated IWSC classes	GTP/GTD PRO/GTD	all classes

2025 Calibration Requirements for FFM and RFM

Both FFMs and RFMs must be recalibrated for the 2025 racing season. This will be enforced via a 2025 calibration sticker applied at the *ROAR Before The 24* test, which will be required and valid throughout the 2025 IWSC season. Please note that this replaces the previous requirement to recalibrate the sensors every 150 hours of run time. Sentronics is pleased to inform customers that all meters purchased directly from Sentronics from June 2024 onwards qualify for a free 2025 recalibration. If any of your sensors are eligible for this service, please contact us at sales@sentronics.com. If any of your meters qualifies, but your team will not be present at the *ROAR*, please contact us to make arrangements for your 2025 recalibration and sticker.

GT-100-01 Calibrations at the ROAR

Sentronics will be set up and ready to receive your GT-100-01 flowmeters between 11.00am and 5.00pm on Wednesday 15 January 2025 at our office in the Sunoco garage (see below).





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Please ensure your GT-100-01 sensors are delivered no later than 11.30am on Thursday 16 January 2024. We cannot guarantee the calibration can be performed on the same day if sensors are delivered after this cut-off time.

HI-250-01 Calibrations Between the ROAR and Race

For RigFlow calibrations, we will be calibrating the HI-250-01 *in situ* on the team rigs starting at 9.00am on Monday 20 January 2024. Our provisional schedule is as follows:

Mon 20 Jan	9.00am-5:30pm	All GTP teams / start GTD Pro teams
Tue 21 Jan	9.00am-5:30pm	Finish GTD Pro teams / start GTD teams
Wed 22 Jan	9.00am-5:30pm	Finish GTD teams / all LMP2 teams

IMPORTANT POINTS

- 1 Teams will **not** be required to disassemble their refuelling rigs. The Sentronics portable calibration rig will be brought to your refuelling equipment in the pits and the RFM will be calibrated in place.
- 2 Sentronics will require the 200-litre tank to be filled with fuel prior to our arrival for calibration.
- 3 Sentronics personnel will have their own safety equipment and operate the 'deadman' valve, but will require a team member familiar with the team's refuelling process to be present upon our arrival and throughout the calibration (typically 10/15 minutes).
- 4 We will be using our own hoses to calibrate the RFM, and therefore require a CAM lock blanking cap to be fitted to the CAM lock outlet from the 'deadman' valve.





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For those unfamiliar with the trackside RFM calibration process from 2024, the photo below shows an RFM calibration in progress:

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SENTRONICS WILL BE SENDING RIGFLOW CALIBRATION TIMESLOTS TO ALL TEAMS NO LATER THAN LUNCHTIME ON SUNDAY 19th JANUARY.

