

# GTP HV Operating Protocols Review

Friday, May 9, 2025

10:00 am -Track Meeting Room (Newman Building)

Immediately following IWSC Team Managers' Mtg.



# Location for HV Operating Protocol Meeting – Track Meeting Room

## Notes

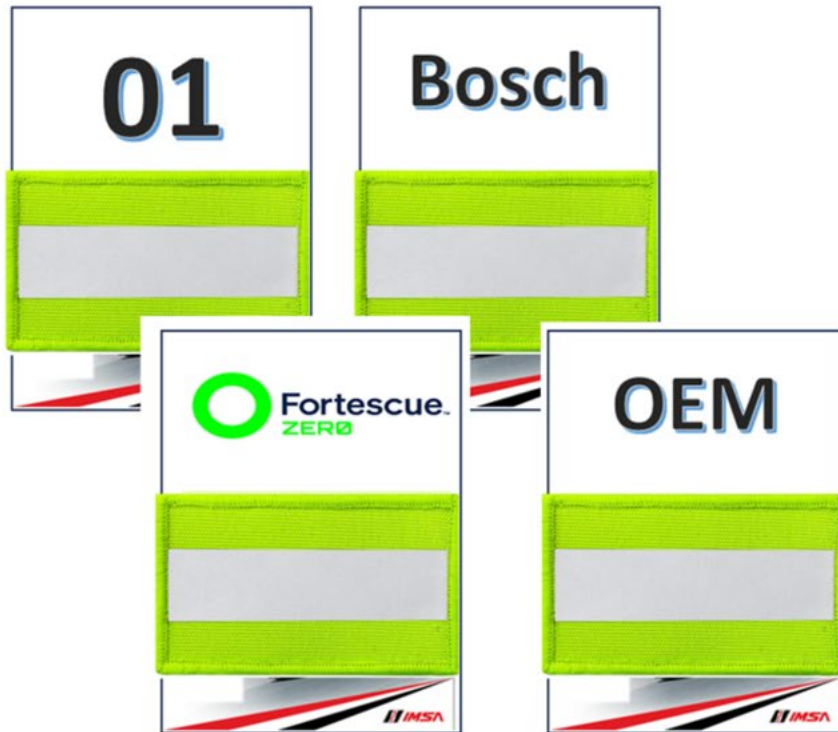
- Track Meeting Room is in the Newman Building, located within the IMSA Paddock
- Two building bays closest to track will be utilized for meetings (see inset photo)
- Proper credentials required for paddock entry





# Arm Bands for HV Safety Officers

Let me know if you need additional arm bands for HV Safety Officers



# Automatic External Defibrillators

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For WRLS event, there are four (4) AEDs located around paddock

- In HVSA Work Tent
- In WeatherTech GTP Scrutineering area
- In KMBC Business Center WeatherTech paddock
- In IMSA Single Make Transporter

# Turn 10 Access to HVSA for Drivers



The “backdoor access” to the paddock and HVSA parking location will be identified with the sign to the left. This sign represents the standard for racetrack access to HVSA. Sign is designed to limit interpreting course flags by drivers. Please notify IMSA HV Safety Officer if concerns develop.



# HV Quarantine Impound (HVSA)

The HVSA will be located on access road from track (Turn 10)





# HV Quarantine Impound (HVSA)



Located Driver's Left just before entrance to paddock "Backdoor."



# GTP – HV Isolation Impound





# Anytime GTPs are on Track

- IMSA HV Safety Officer will be in HVSA area for arrival of car if necessary
- IMSA HV Technical Experts will in monitor HV Dashboard and meet race car at HVSA.
- Exception: End of race – at podium



# HIGH VOLTAGE PROTOCOLS - Discussion

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Coordinated approach with “unsafe” GTP – outside Team’s garage/paddock space.

- Team, FZ, Bosch – staggered arrival



# HIGH VOLTAGE PROTOCOLS

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- **Attachment 8: If a car goes “unsafe” while in team garage or in paddock**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
  - Team controls car and sets safety cordon around car.
    - If not in team garage, may need to be moved.
    - IMSA HV Safety Officer will coordinate and may decide to allow team to move car safely to team garage or HVSA
  - Car cannot leave Team garage or HVSA until deemed safe by FZ/Bosch & Team. Confirmed by IMSA HV Safety Officer.

# HIGH VOLTAGE PROTOCOLS

- **Attachment 8: If a car goes “unsafe” while on track or still moving in pit lane:**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
  - During practice or qualifying
    - car goes directly to HVSA. Driver may use “Disabled Car” shortcuts on track.
    - If car stops on track, procedure and response is as normal (Red flag session/Track Services recovery to HVSA)
    - Car remains in HVSA until deemed safe or recovered to HVII by Track Services
  - During Race
    - Car goes directly to HVSA. Driver may use “Disabled Car” shortcuts on track
    - If car stops on track, procedure and response is as normal (FCY – pits closed/Track Services recovery to HVSA)
    - Car remains in HVSA until deemed safe or recovered to HVII by Track Services



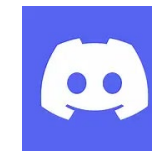
# HIGH VOLTAGE PROTOCOLS

- **Attachment 8: If a car goes “unsafe” while stopped in team pit box**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
  - During practice or qualifying
    - Car controlled and cordoned off by team in pit box.
    - Car is investigated/worked on by WAE and/or team until Safe (WAE cannot go over wall)
    - If car is determined to be uncorrectable in pit lane
      - Session is red flagged and all other cars must line up and stop in fast lane to allow recovery of car by Track Services to HVSA.
    - If car is in “True Neutral” - Track Services may flat tow car to HVSA.
    - If car is NOT in “True Neutral” – Recovered with flat bed wrecker and lifting bar (Car will not be pushed, regardless of PPE).
  - Car must be worked on by WAE and Team until Safe.
  - Car remains in HVSA until deemed safe or recovered to HVII by Track Services

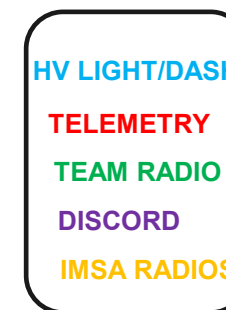
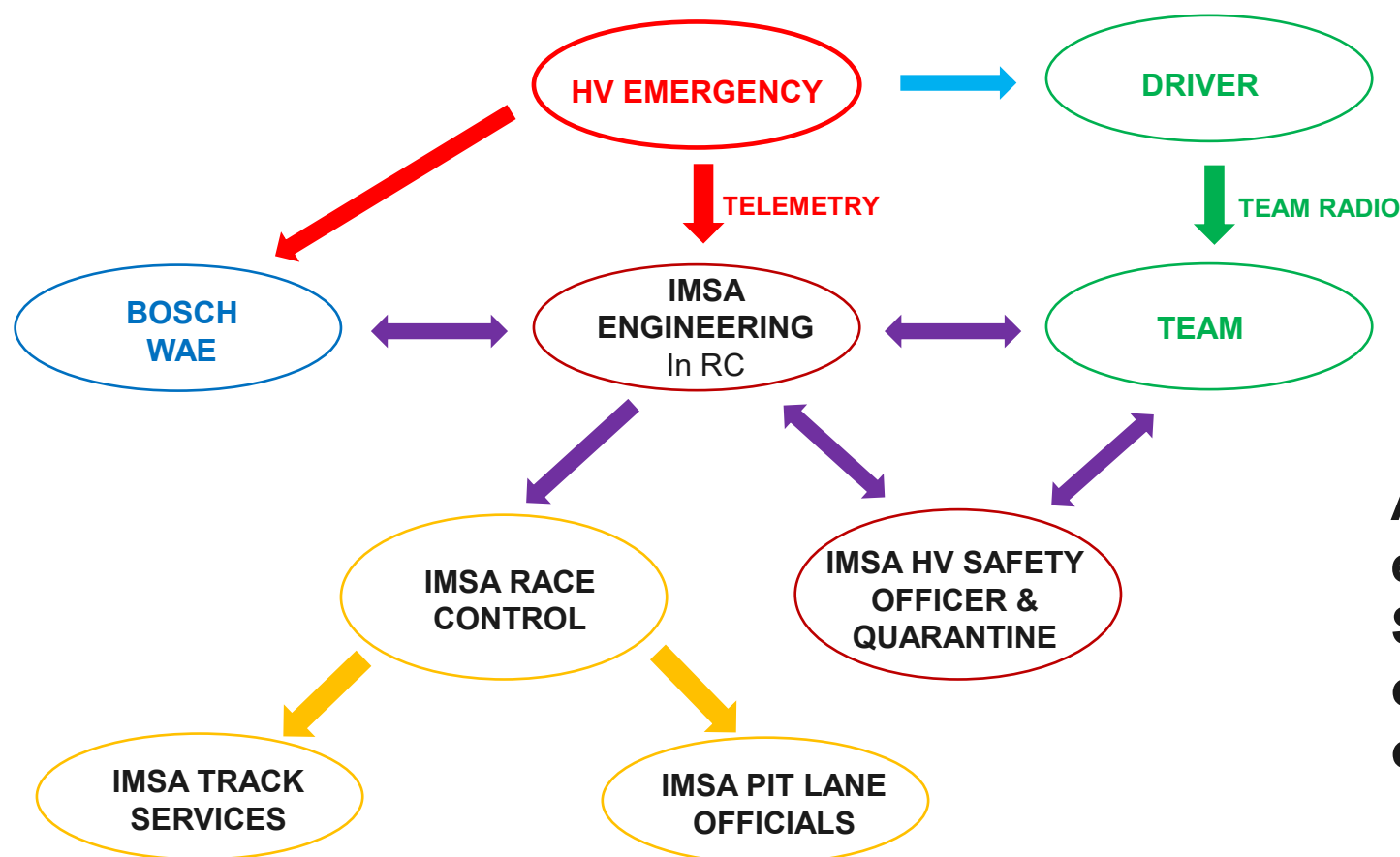
# HIGH VOLTAGE PROTOCOLS

- **Attachment 8: If a car goes “unsafe” while stopped in team pit box**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
  - During Race
    - Car controlled and cordoned off by team in pit box.
    - Car is investigated/worked on by WAE and/or team until Safe (WAE cannot go over wall)
    - If car is determined to be uncorrectable in pit lane
      - Race Control will be notified to initiate appropriate action
      - Race Control announces “FCY/pits closed” (Emergency Service Cars may still enter pits)
      - IMSA Track Services recovers car to HVSA.
  - Car must be worked on by WAE and Team until Safe.
  - Car remains in HVSA until deemed safe or recovered to HVII by Track Services





# » OFFICIAL HV COMMUNICATIONS



Any transmission (non-emergency) for IMSA HV Safety shall be transmitted on HV Emergency Channel on Discord.



# HIGH VOLTAGE PROTOCOLS - Reminders

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8.10.1.C. Whenever a Car is being moved and outside of the Team's controlled area (Scrutineering, Paddock/garage), the following must be observed:

- i. PPE must be available (per Par. 8.12) in the pit box;
- ii. Telemetry must be transmitting;
- iii. HV Condition lights must be illuminated;
- iv. The Team HV Safety Officer or designee (an HV Trained Person) must be present.





# HV SAFETY BRIEFING

- Presented as part of the Team Manager and Driver Briefings
- Covers basic safety protocol and awareness as well as emergency procedures
- Briefing accompanied by handout
- It is your responsibility to pass on this information to your team to ensure necessary compliance

**IMSA High Voltage Safety Briefing**

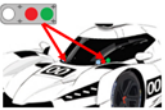

**Risks**

 GTP cars feature electrical systems operating at 800V. These voltages can create life threatening electric shocks. They are not enough to create arcing.




 DO NOT TOUCH

**Indicators**

At all times, when the car is in the paddock/on track, the lights will be functional and must be obeyed

 OR 


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HV Safety Light Status	INDICATION	DESCRIPTION	SITUATION
GREEN		High Voltage System OK	CAR SAFE
RED		High Voltage potentially present on the surface of the car	EMERGENCY
OFF		High Voltage System Status Unknown	POSSIBLE EMERGENCY

CAR UNSAFE Do not touch car


**CAR UNSAFE PROTOCOLS**

1. Do not touch car
2. Alert people in vicinity of the danger (shout)
3. Ask for HV emergency to be communicated to HV Safety Officers (identified by armbands)
4. Establish cordon



**USE OF HV RESCUE HOOK**

When a person is receiving an electric shock (e.g. they are touching an UNSAFE HV car that has become live, they may be unable to release grip due to muscle contraction. In this case, DO NOT TOUCH THEM DIRECTLY. Use the rescue hook to pull them off the car.





# HVII Transportation Shuttle

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- **Meeting Location for WRLS:  
At IWSC Series Hauler**

# **IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP**

**THANK YOU**