



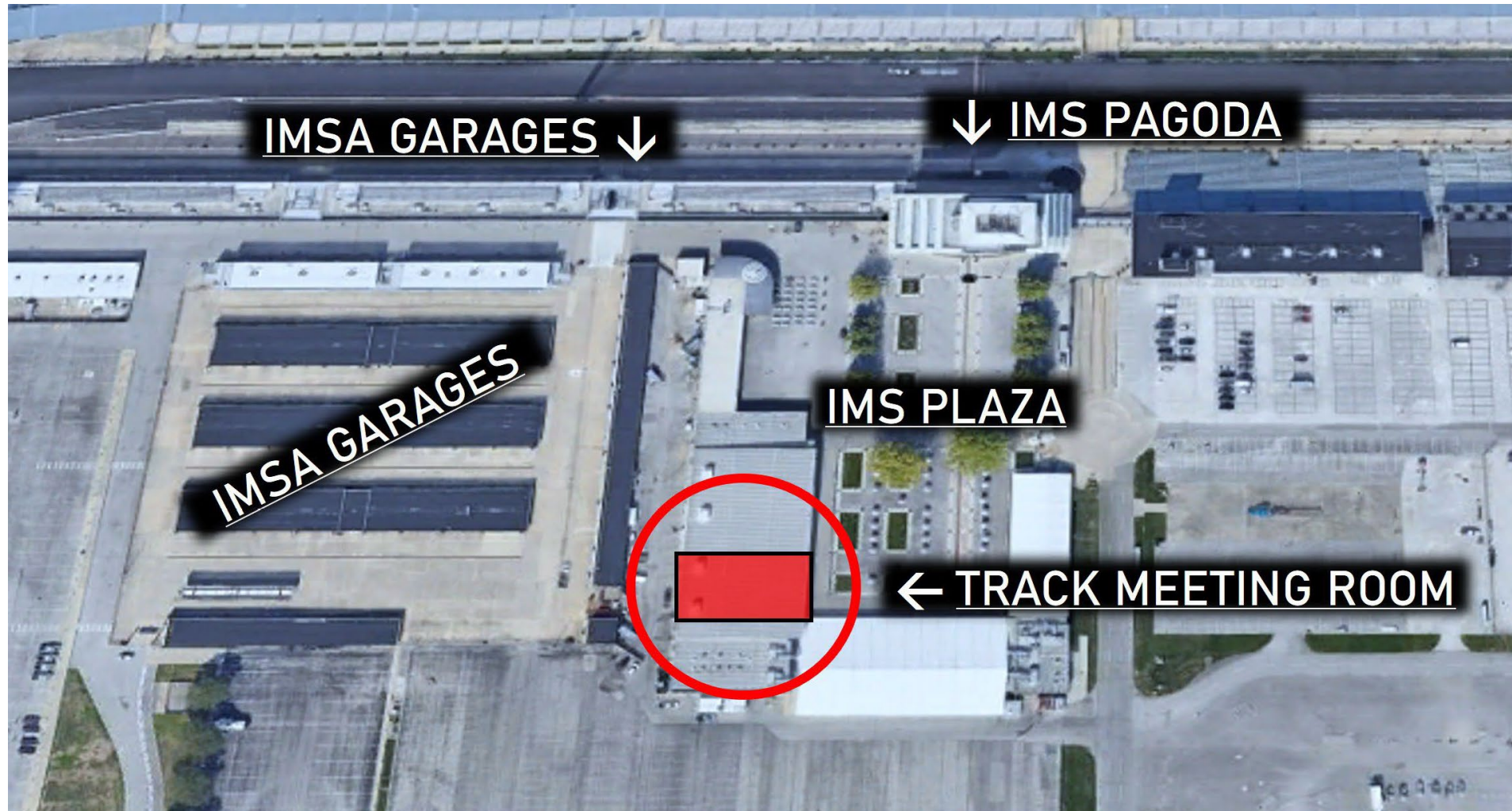
GTP HV Operating Protocols Review

Thursday, September 18, 2025, at 2:30 p.m.

Location: Drivers' Meeting Room
Pavilion #1

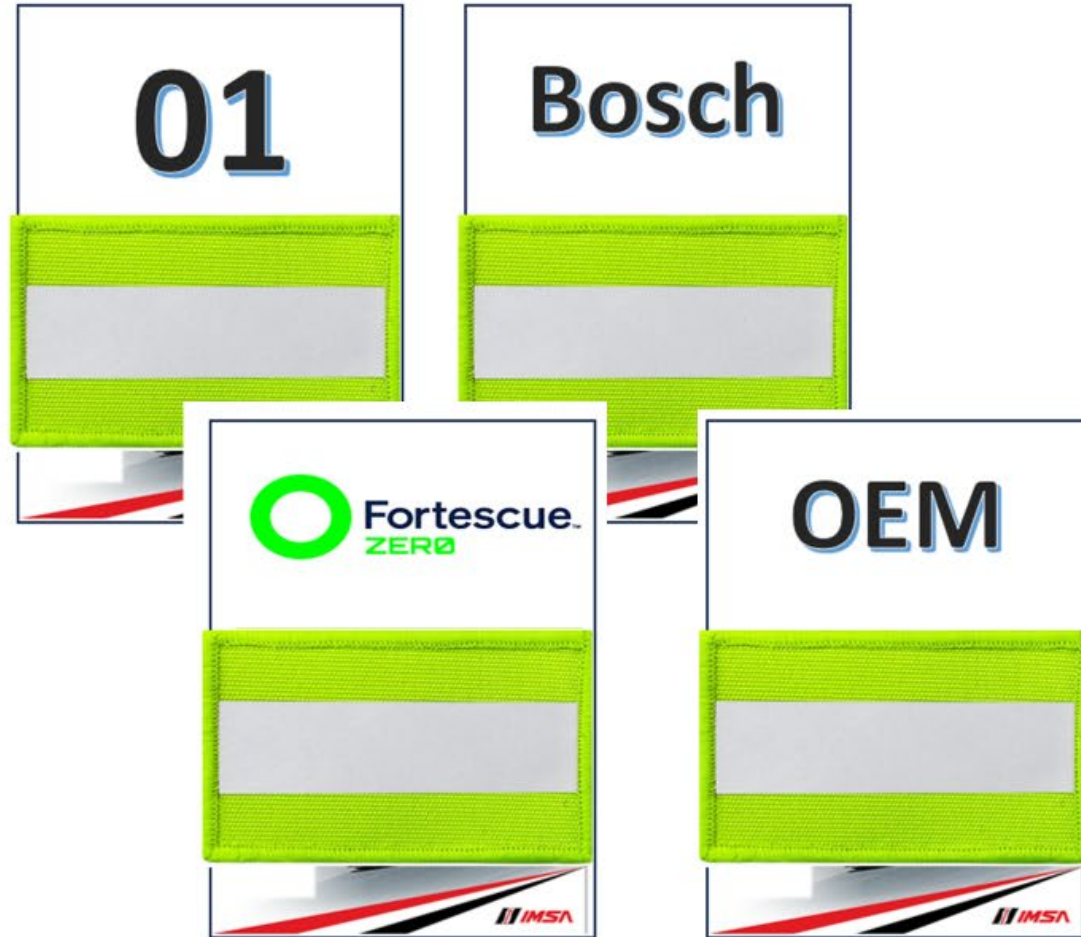


HV Operating Protocol Review Meeting





Issued Arm Bands

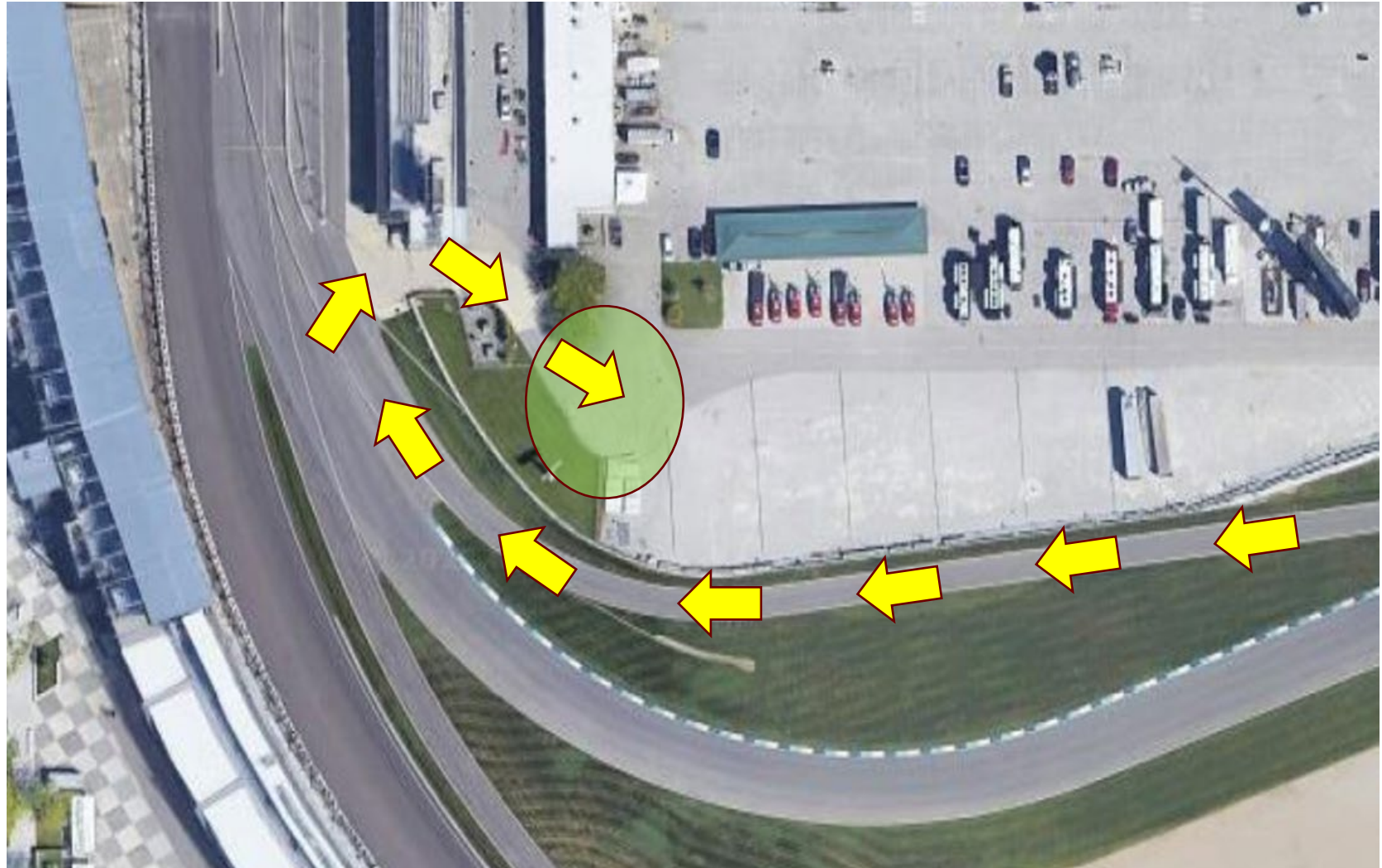


High Voltage Safety Area (HVSA)

The HVSA is located at first access (drivers right) after entering pit lane. There will be a 20' x 15' tent at this location.

Parking area will be established for drivers

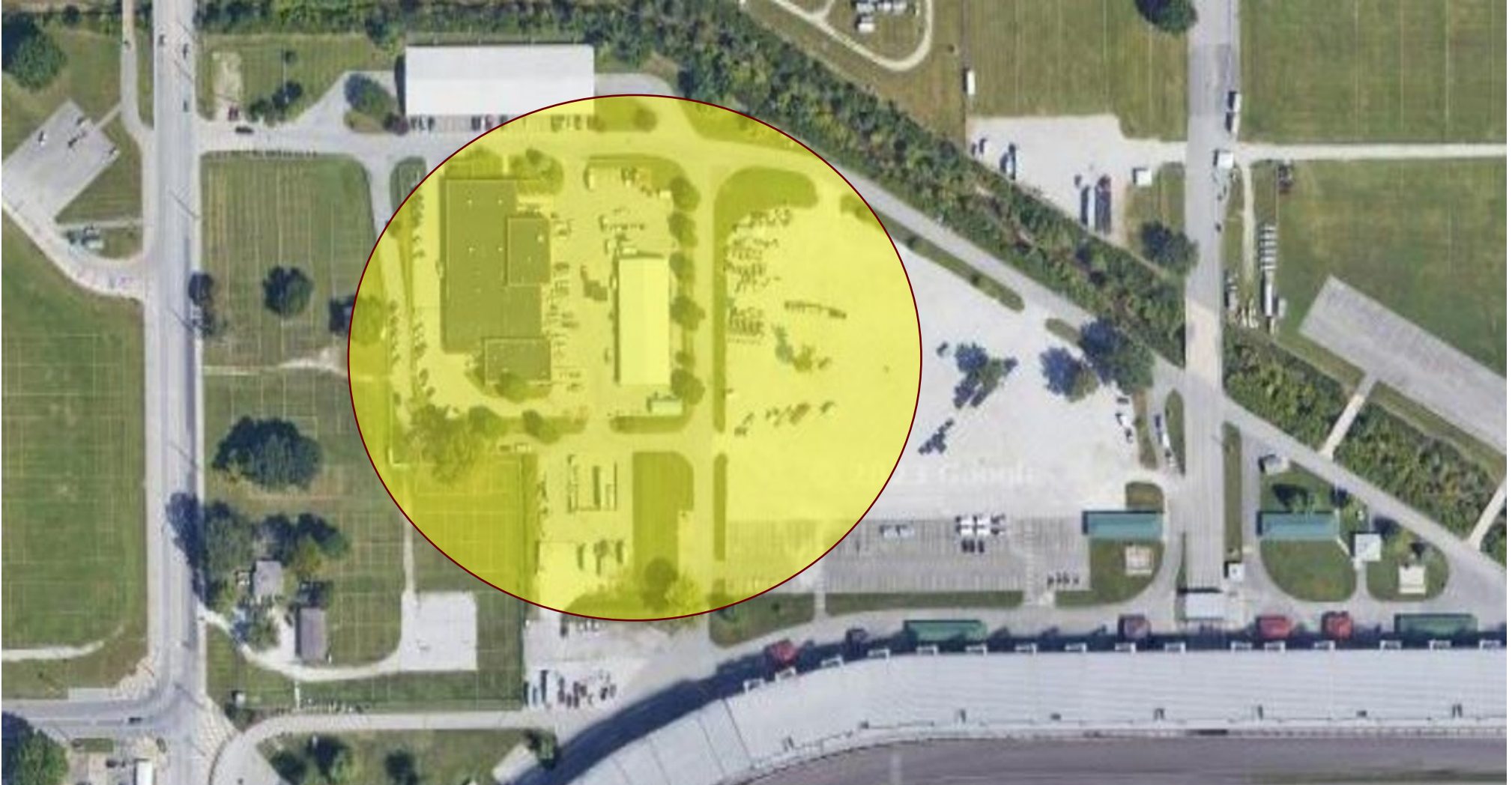
Same location as last year.



HVSA: Signage and Location



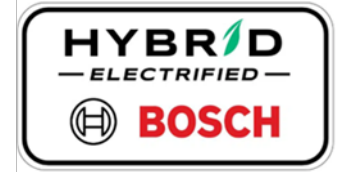
High Voltage Isolation Impound (HVII) – Outside Turn 4 (IMS Oval Track)



HV Transportation Shuttle

Meet the HV Transport Vehicle
at rear of WeatherTech Tech
Transporter located along the
“N” Building.

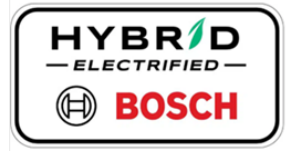
Power Cycling . . .



- This issue impacts more than just IMSA Sporting Regulations, Attachment 8.
- Article 8 of the Appendices requires consistent powering of the IMSA scrutineering system for LMDh.
- During practice sessions only, if, in extreme circumstances, you need to power down the logger and telemetry, then please reach out to IMSA on RCNS.
- Once the cars are in the pitlane for qualifying or for the race (and during the sessions), no rebooting of the IMSA logger and telemetry will be permitted.



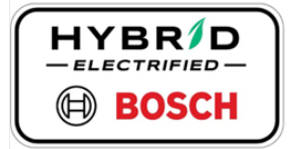
Car becomes “unsafe” in Team area . . .



- **Attachment 8: If a car goes “unsafe” while in Team garage, Paddock location or under the Team’s awning:**
 - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
 - Team controls Car and follows pre-planned procedures regarding Car.
 - Convert Car to “safe” status OR safely move Car to HVSA for investigation.
 - Car cannot leave Team garage or HVSA until deemed safe by IMSA Lead HV Technicians & Team. Final approval by IMSA HV Safety Officer.



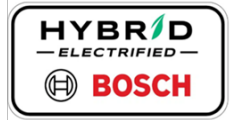
Car becomes “unsafe” in Public Areas . . .



- **Attachment 8.10.2 B (outside Team Garage/Tent)**
 - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
 - Establish a safety perimeter around car to keep spectators safe to include verbal instructions by Team, set up cordon using stanchions, etc., until issue is resolved.
 - If occupant is in Car, actions dictated by life safety considerations.
 - Coordination between IMSA HV Safety Officer, IMSA Lead HV Technicians and Team HV Safety Officers is important.

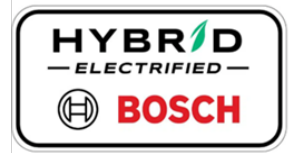


Car becomes “unsafe” On Track . . .



- **Attachment 8: If a car goes “unsafe” while on track or 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

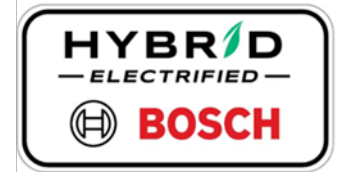
Car goes “unsafe” in Pit Lane . . .



- **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 IMSA Lead HV Technicians and team until Safe (FZ 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 supported IMSA Lead HV Technicians and Team until “safe”.
 - Car remains in HVSA until deemed safe or recovered to HVII by Track Services

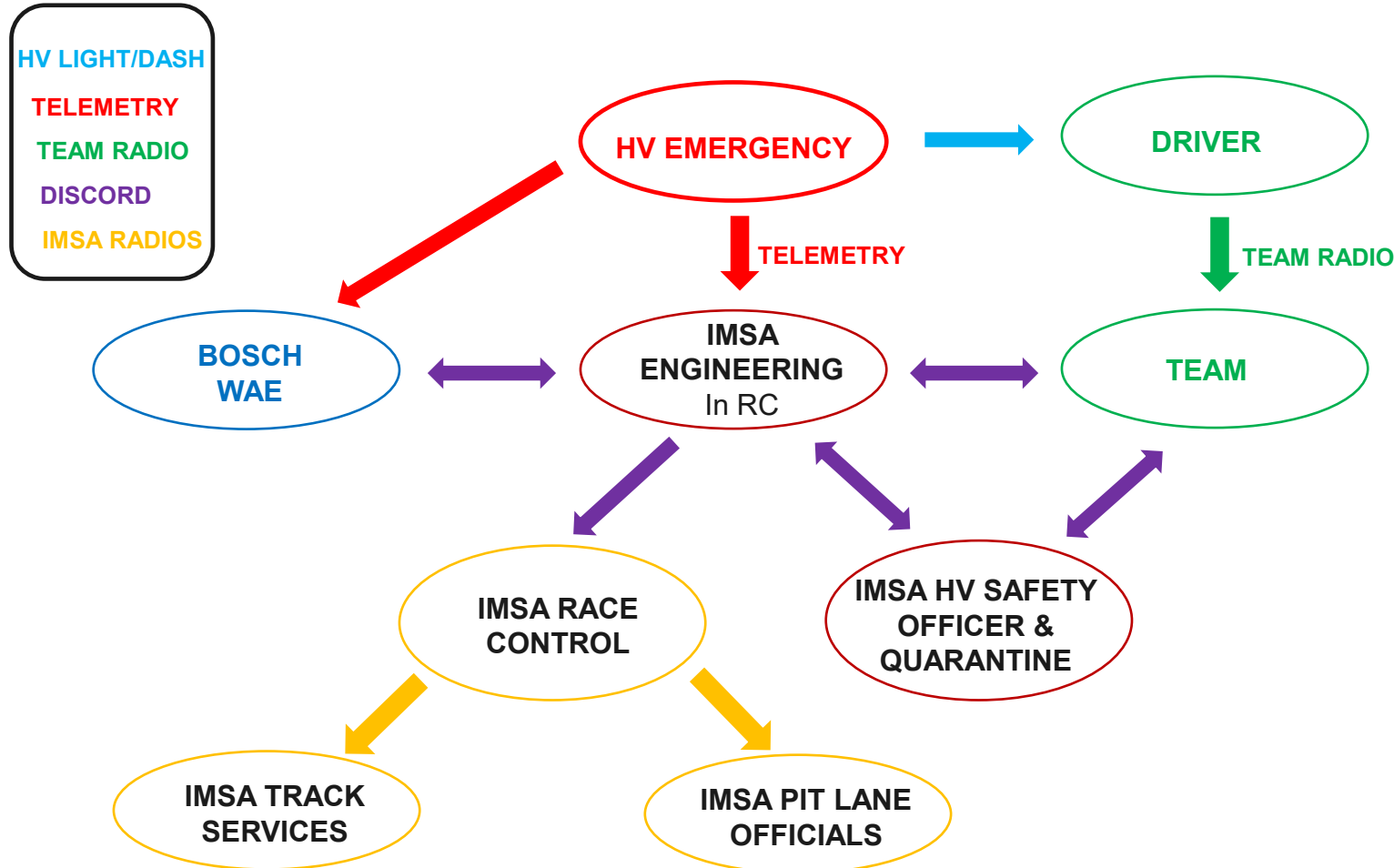
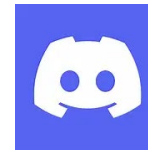


Car goes “unsafe” in Pit Lane . . .



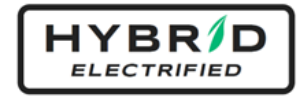
- **Attachment 8: If a car goes “unsafe” while stopped in team pit box**
 - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
 - During Race
 - Car controlled and cordoned off by team in pit box.
 - Car is investigated/worked on by IMSA Lead HV Technicians and 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 supported IMSA Lead HV Technicians and Team until “safe”.
 - Car remains in HVSA until deemed safe or recovered to HVII by Track Services

» OFFICIAL HV COMMUNICATIONS



“Emergency Discord Channel” is the official communications channel for emergency and non-emergency communications between IMSA, WAE/Bosch and GTP teams.

HV SAFETY BRIEFING



- Available upon request for teams
- 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.

Indication

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

Light Status Legend:

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 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.

Key Contacts

IMSA HV Safety Officer	IMSA Manager, Track Services
Lead HV technician (Hybrid and battery supplier)	James Lyons
Acura HV Safety Officer	Gerardo Espino Cano
MSR HV Safety Officer	Rob Trinker/Brandon Chaney
WTR HV Safety Officers	Mitch Davis
BMW HV Safety Officer	Christian Baetz
RLI HV Safety Officer	Marty Atcher
Cadillac HV Safety Officers	A.J. Hamley
Action Express HV Safety Officer	A.J. Hamley (temporary)
Ganassi HV Safety Officer	Reid Esquivel
Porsche HV Safety Officers	Martin Kausen/Felix Voelkl
Penske HV Safety Officer	Joel Svensson
JDC HV Safety Officer	Josh Kerrigan

12 Hrs of Sebring

Barriers

High Voltage



Special Events Display Procedure



- LVSDC is removed and MSD Open when leaving Team Paddock. Leave in this condition until back in paddock.
- During above time, Teams may option one of the following:
 - Maintain Green Light illumination during this period; or
 - Use Green Cone to signify “last known condition”.
- During static presentation:
 - Stanchions erected around car during event
 - HV qualified team member will be present with car during event



IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

THANK YOU

Contact Robert Bosworth, IMSA
HV Safety Officer at (704) 728-
8087 by text for any questions or
concerns. Response will be in-
person or by phone.