

2026 November Test

HV Operating Protocol Meeting

Thursday, Nov. 14<sup>th</sup> at 3:00 p.m.

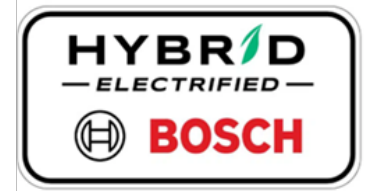
Drivers' Meeting Room – Media Center



# HV Operating Protocol Review Meeting



# Issued Arm Bands



# HVSA Parking Area . . .



. . . Accessed on driver's left just before entrance to pit lane. The reflective sign will be illuminated for night practice. Same access as the 2025 Rolex 24 race.

Designated as gate 110.



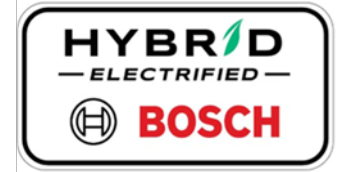
# HVSA Parking Area . . .



. . . same parking area used during the 2025 Rolex 24 to allow driver to enter the parking area and wait for assistance. This location also has medical staff assigned in case additional assistance is needed.



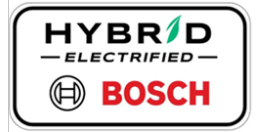
# HVSA Work Area (all weather)



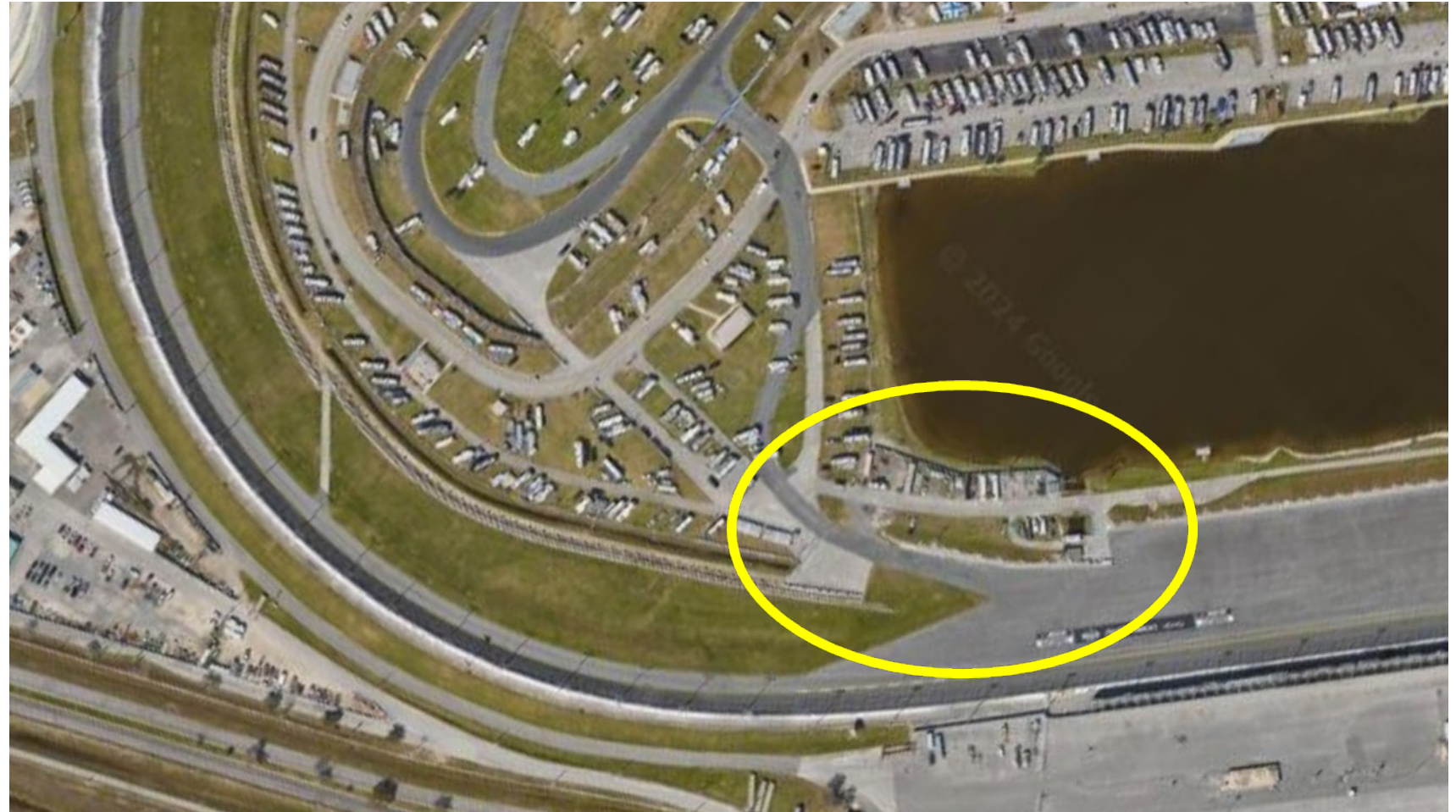
If a GTP needs to move from HVSA Parking area to the HVSA Work Area for repairs, the Car will be escorted to this location by Team and HV Safety personnel.

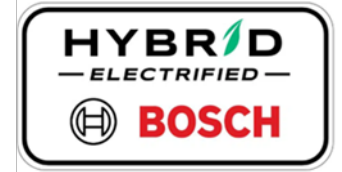


# High Voltage Isolation Impound (HVII)



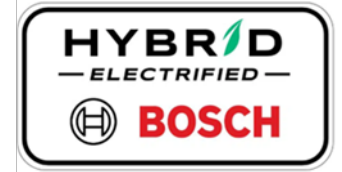
- Accessible to wrecker
- Provide location away from spectators with fenced location or in safety area
- Area will need to have road surface able to experience heat with no damage or acceptable damage.
- Accessible by IMSA HV Safety Officer who will escort team/manufacturer contingent only. No team members will self-dispatch to location.
- Accessible to Class A Pumper





## HV Transport Vehicle at HVSA Parking Area.

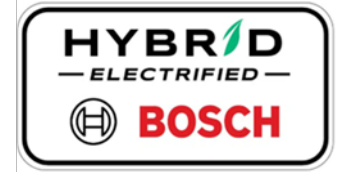
# Automatic External Defibrillators



For November Test, there are three (3) AEDs located around Paddock

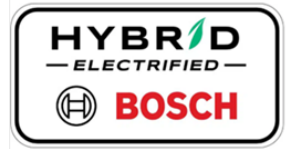
- In HVSA Parking Area,
- In WeatherTech GTP Inspection Area
- In KMBC Business Center

# Power Cycling . . .



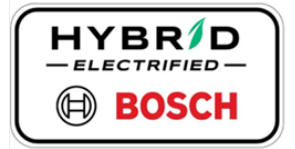
- This issue impacts more than just IMSA Sporting Regulations, Attachment 8.
- Attachment 8 of the IMSA Sporting Regulations requires consistent powering of the IMSA scrutineering system for LMDh.
- During practice sessions only, if, in extreme circumstances, you need to power down the logger and telemetry, 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), rebooting of the IMSA logger and telemetry is prohibited.

# Car becomes “unsafe” in Team area . . .



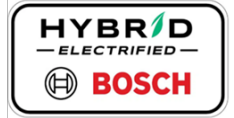
- **Attachment 8: If a Car goes “unsafe” while in Team garage, Paddock location, or under the Team’s awning:**
  - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
  - Team controls Car and follows pre-planned procedures regarding Car.
  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



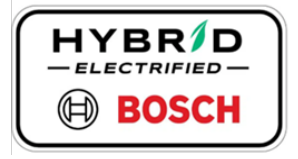
- **Attachment 8: Par. 8.10.2.B (outside Team Garage/Tent)**
  - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
  - Establish a safety perimeter around Car to keep spectators away - including verbal instructions by Team, set up cordon using stanchions, etc., until issue is resolved.
  - If anyone onboard 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 . . .



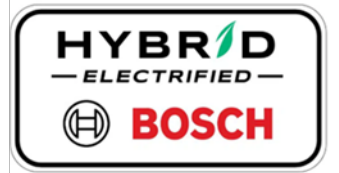
- **Attachment 8: If a Car goes “unsafe” while on track or in pit lane:**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
  - During practice or qualifying:
    - Car goes directly to HVSA. Driver may use “Disabled Car” shortcuts on track.
    - If 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 . . .



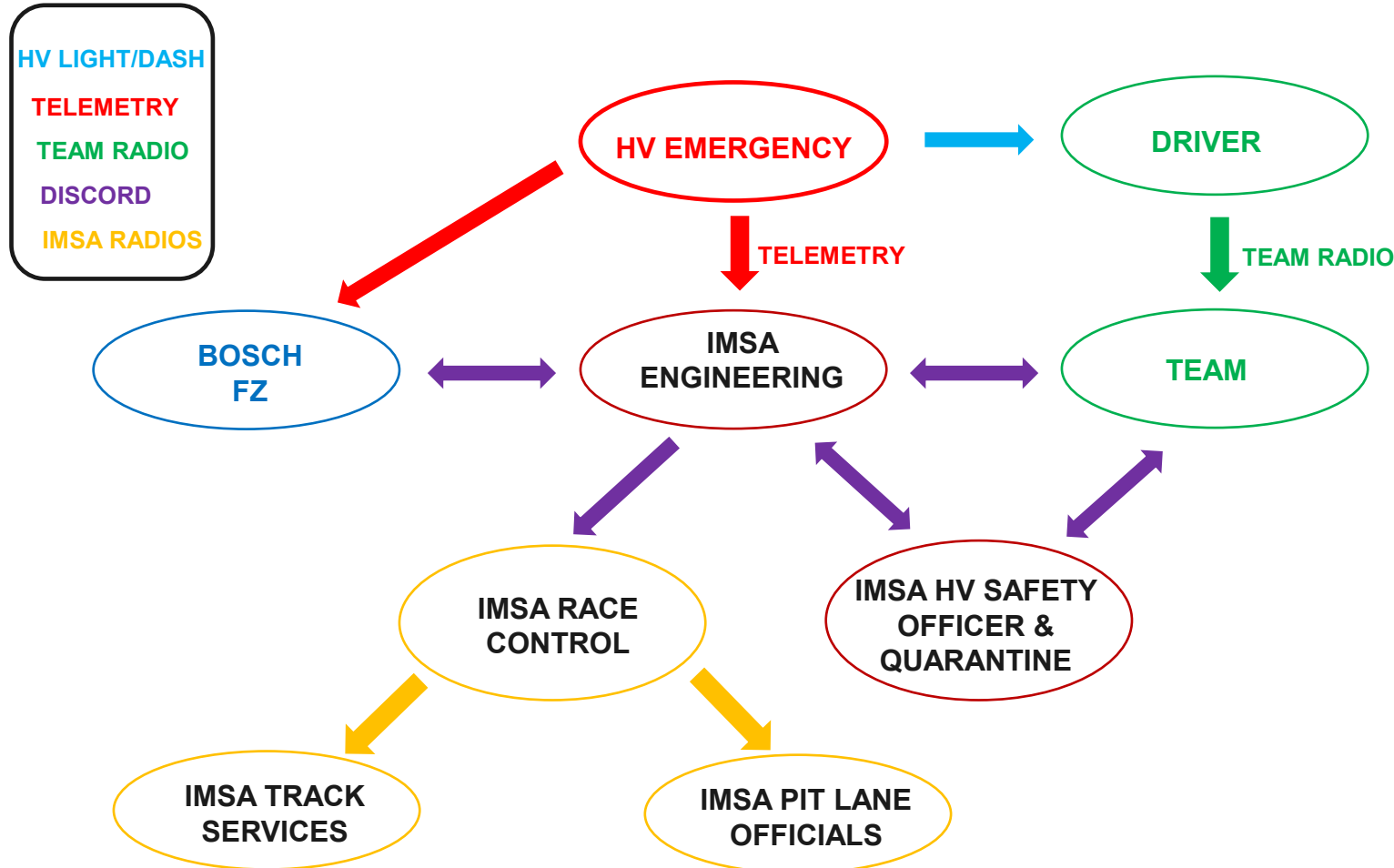
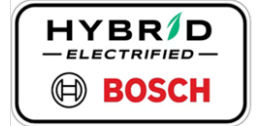
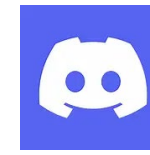
- **Attachment 8: If a Car goes “unsafe” while stopped in Team pit box**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
- **During Practice or Qualifying:**
  - Car controlled and cordoned off by Team in pit box.
  - Car is investigated/worked on by 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 “unsafe” 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 by lifting bar and rollback (Car not pushed, regardless of PPE).
- Car must be supported by 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 is 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
Robert Bosworth (rbosworth@imsa.com or +1 704-728-8087) <td>Roy Spielmann (rspielmann@imsa.com or +1 414-702-0905)</td>	Roy Spielmann (rspielmann@imsa.com or +1 414-702-0905)
Lead HV technician (Hybrid and battery supplier) <td>James Lyons</td>	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 Kaussen/Felix Voelkl
Penske HV Safety Officer	Joel Svensson
JDC HV Safety Officer	Josh Kerrigan

**12 Hrs of Sebring**

**Barriers**

**High Voltage**

## **Car in SAFE Condition (information only for Test)**

- Any time a Car is in an area outside of the Team garage/tent, the following must be observed:
  - PPE must be available (as defined in Par. 8.12 below);
  - Telemetry must be transmitting;
  - HV Condition lights must be illuminated;
  - The Team HV Safety Officer or a delegate (an HV Trained Person) must be present.
- When the Car is on the grid (pre-Race) or in victory lane (post-Race) a temporary cordon must be established to minimize public access to the Car.

# 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.