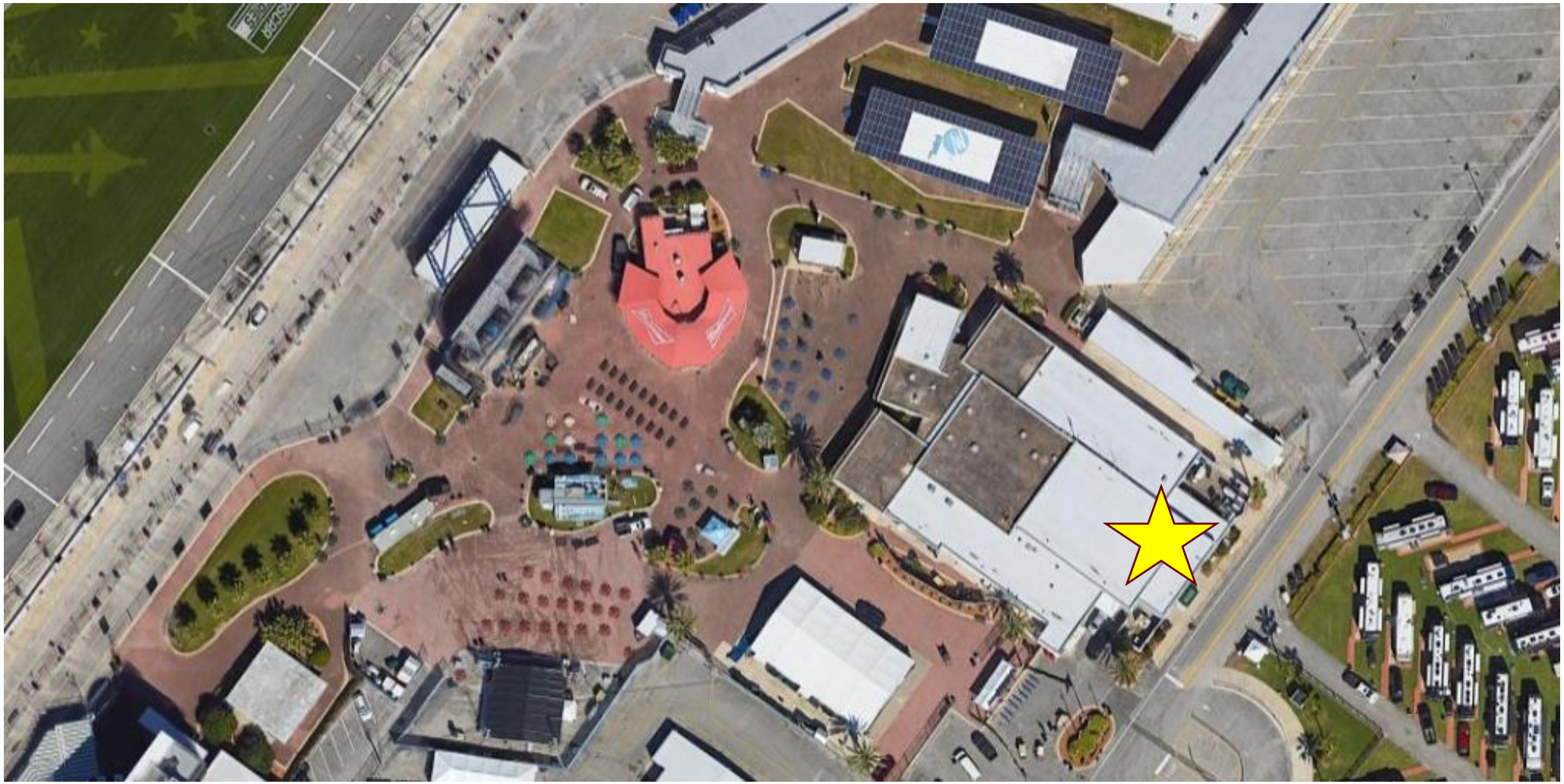
2026 Rolex 24 at Daytona

HV Operating Protocol Meeting

Wednesday, Jan. 21st at 11:45 a.m.

Drivers' Meeting Room – Media Center

HV Operating Protocol Review Meeting

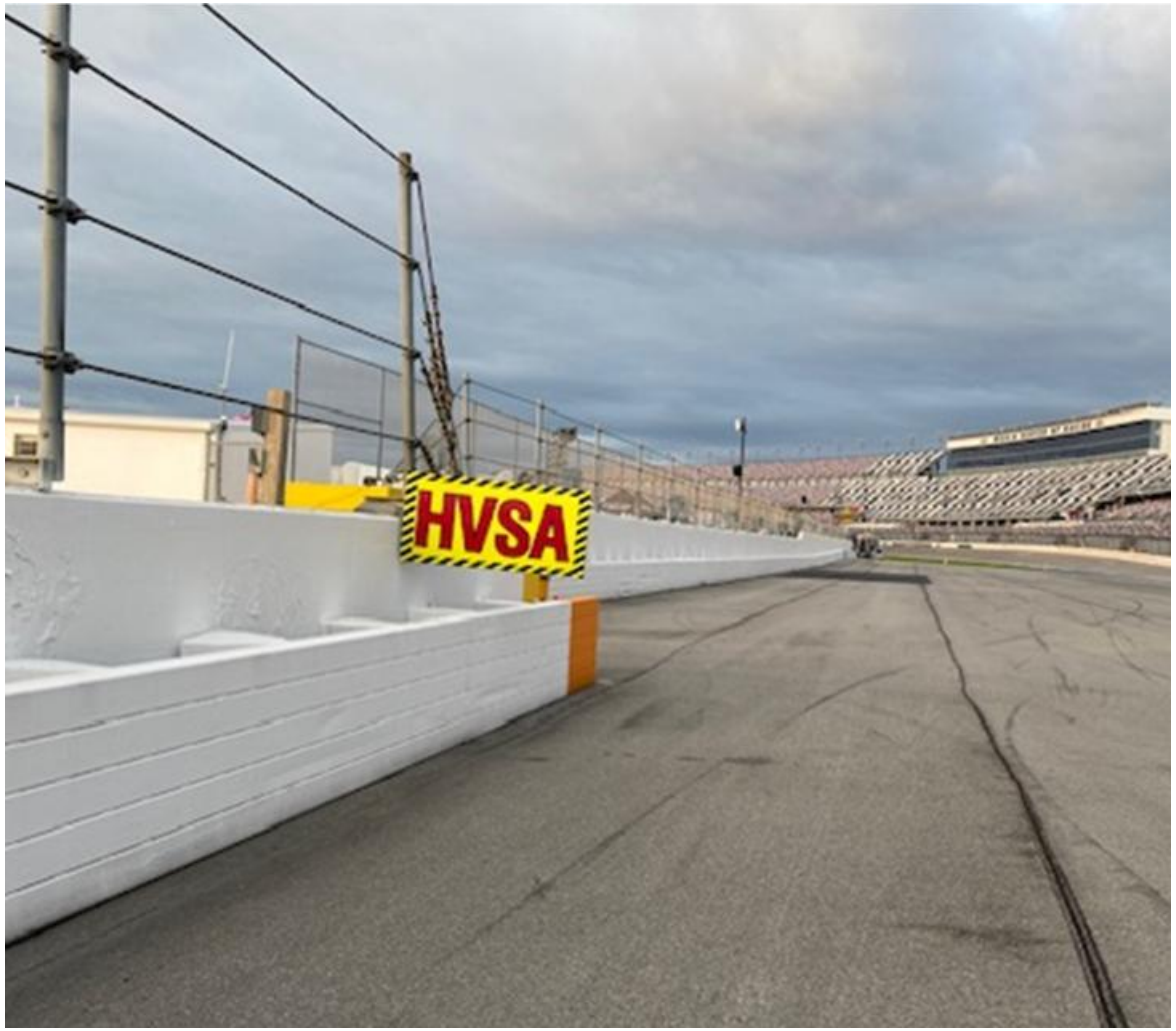


Issued Arm Bands (new)

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.

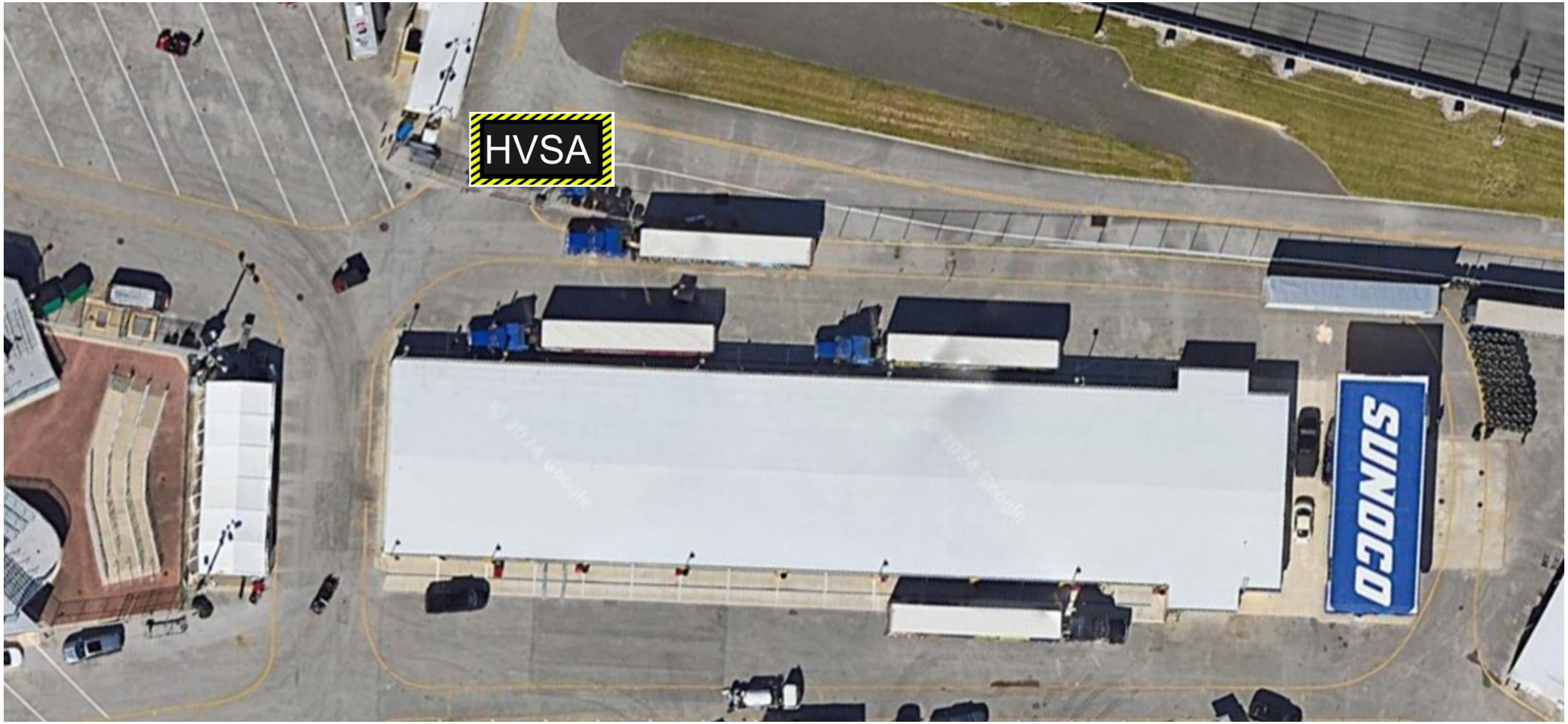


HVSA Parking Area . . .

. . . 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.

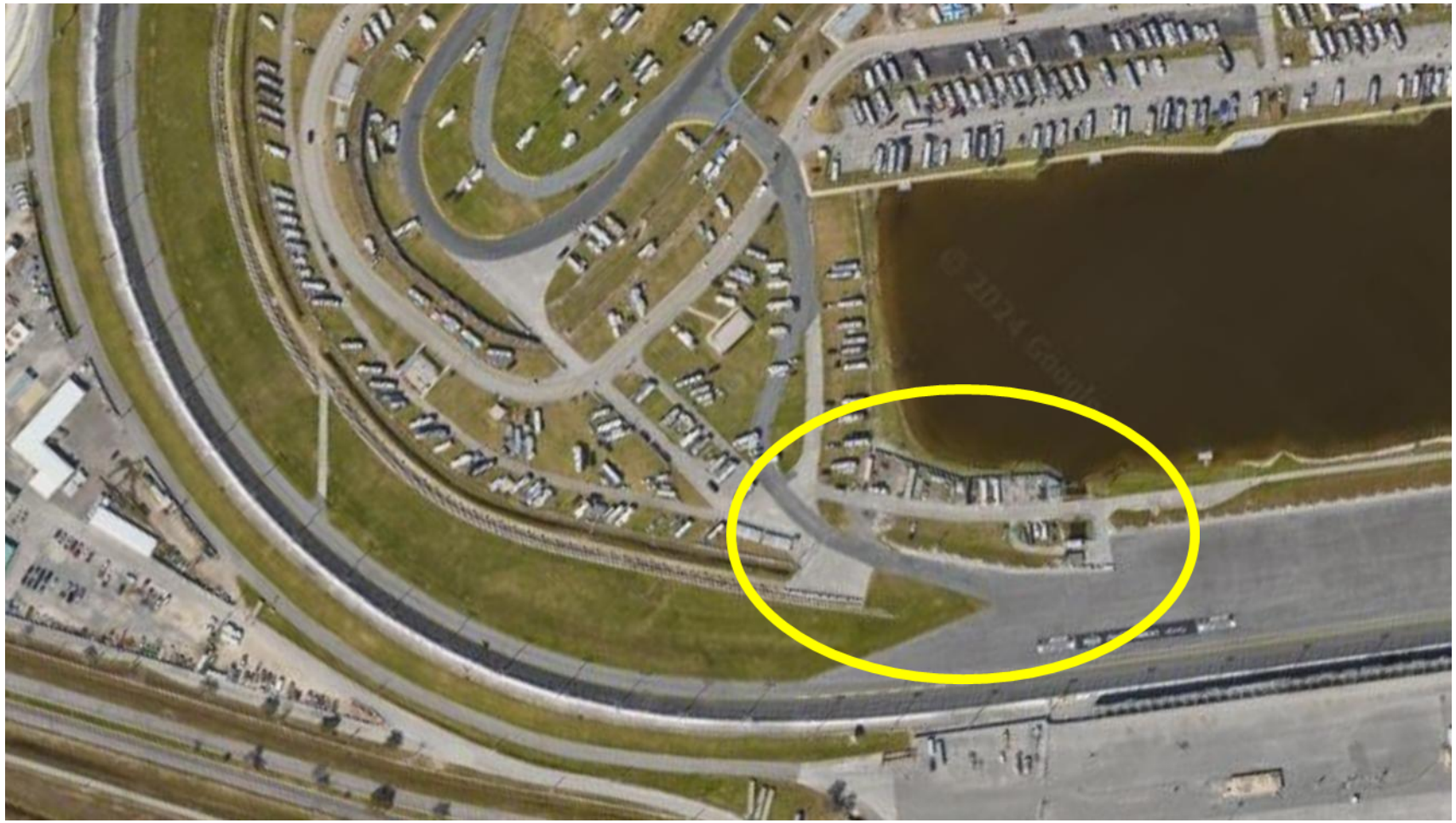
Combination Lock: “HVSA” or “4872”

HVSA Work Area



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 Transportation Shuttle

HV Transport Vehicle at HVSA.

Automatic External Defibrillators

For ROAR & Rolex 24, there are four (4) AEDs located around Paddock

- In HVSA Parking Area,
- In WeatherTech GTP Inspection Area
- In KMBC Business Center
- In IMPC Tech Trailer (Blue Garages)

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.

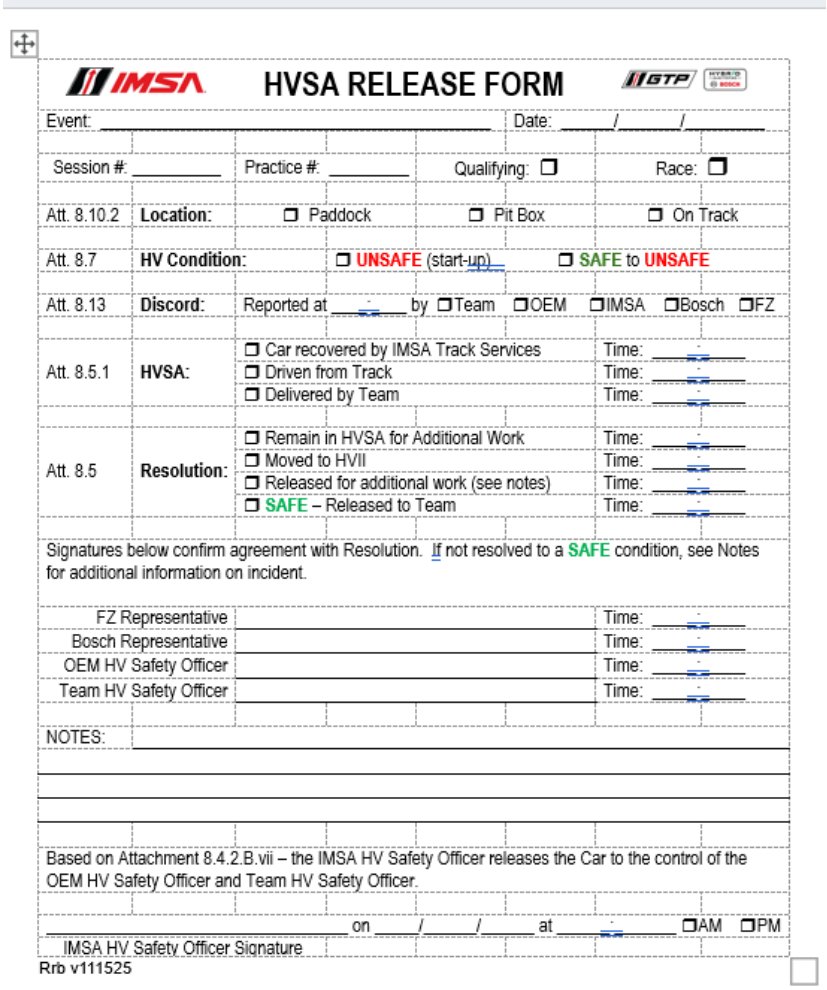
Car goes “unsafe” in Pit Lane . . .

- **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.

HVSA Release Form



HVSA RELEASE FORM

Event: _____ Date: ____/____/____

Session #: _____ Practice #: _____ Qualifying: ❒ Race: ❒

Att. 8.10.2	**Location:**	❒ Paddock	❒ Pit Box	❒ On Track
Att. 8.7	**HV Condition:**	❒ UNSAFE (start-up)	❒ SAFE to UNSAFE	
Att. 8.13	**Discord:**	Reported at ___:___ by ❒Team ❒OEM ❒IMSA ❒Bosch ❒FZ		
Att. 8.5.1	**HVSA:**	❒ Car recovered by IMSA Track Services		Time: ___:___
		❒ Driven from Track		Time: ___:___
		❒ Delivered by Team		Time: ___:___
Att. 8.5	**Resolution:**	❒ Remain in HVSA for Additional Work		Time: ___:___
		❒ Moved to HVII		Time: ___:___
		❒ Released for additional work (see notes)		Time: ___:___
		❒ SAFE – Released to Team		Time: ___:___

Signatures below confirm agreement with Resolution. If not resolved to a SAFE condition, see Notes for additional information on incident.

FZ Representative		Time: ___:___
Bosch Representative		Time: ___:___
OEM HV Safety Officer		Time: ___:___
Team HV Safety Officer		Time: ___:___

NOTES: _____

Based on Attachment 8.4.2.B.vii – the IMSA HV Safety Officer releases the Car to the control of the OEM HV Safety Officer and Team HV Safety Officer.

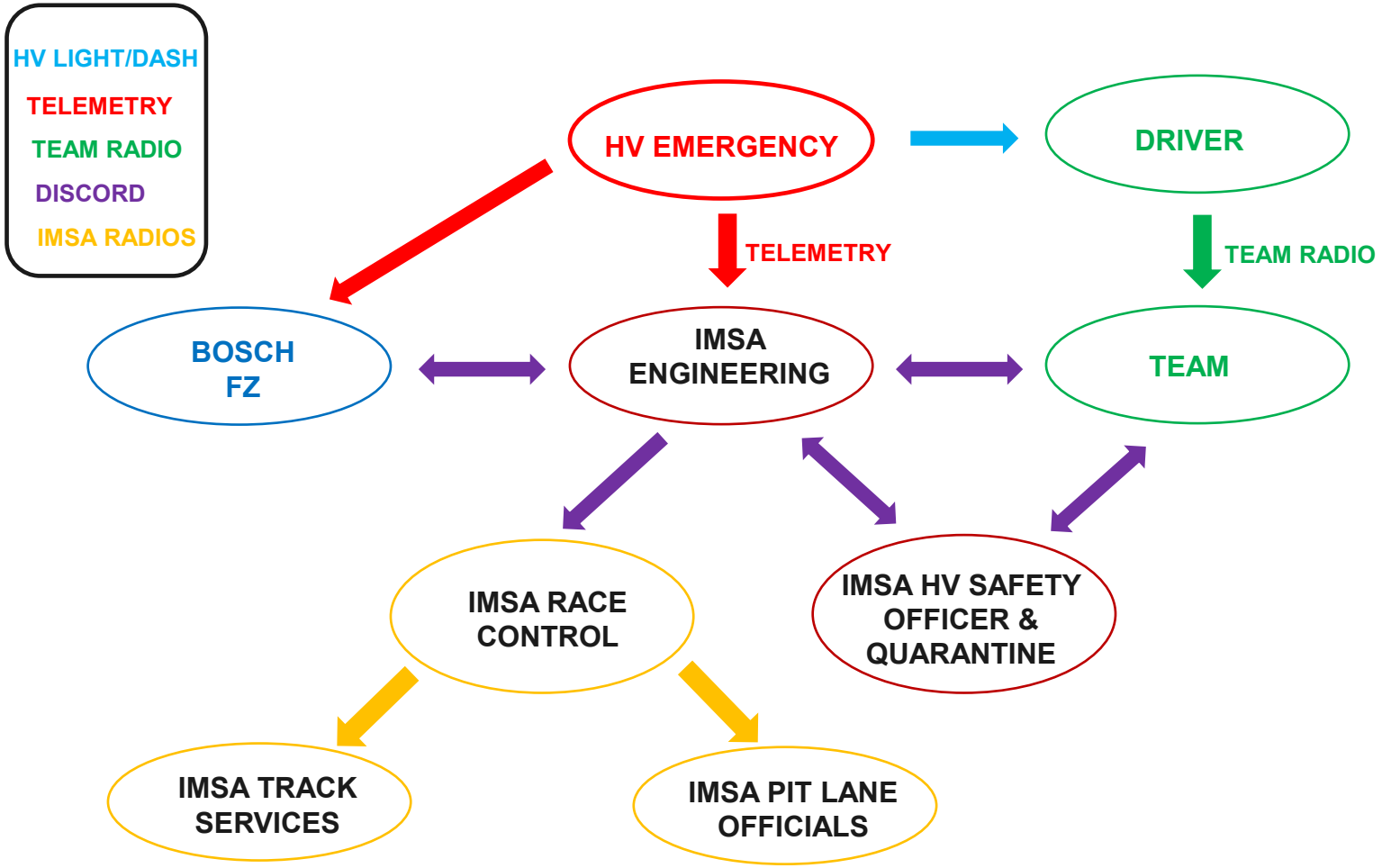
_____ on ____/____/____ at ___:___ ❒AM ❒PM

IMSA HV Safety Officer Signature

Rrb v111525

Review handout

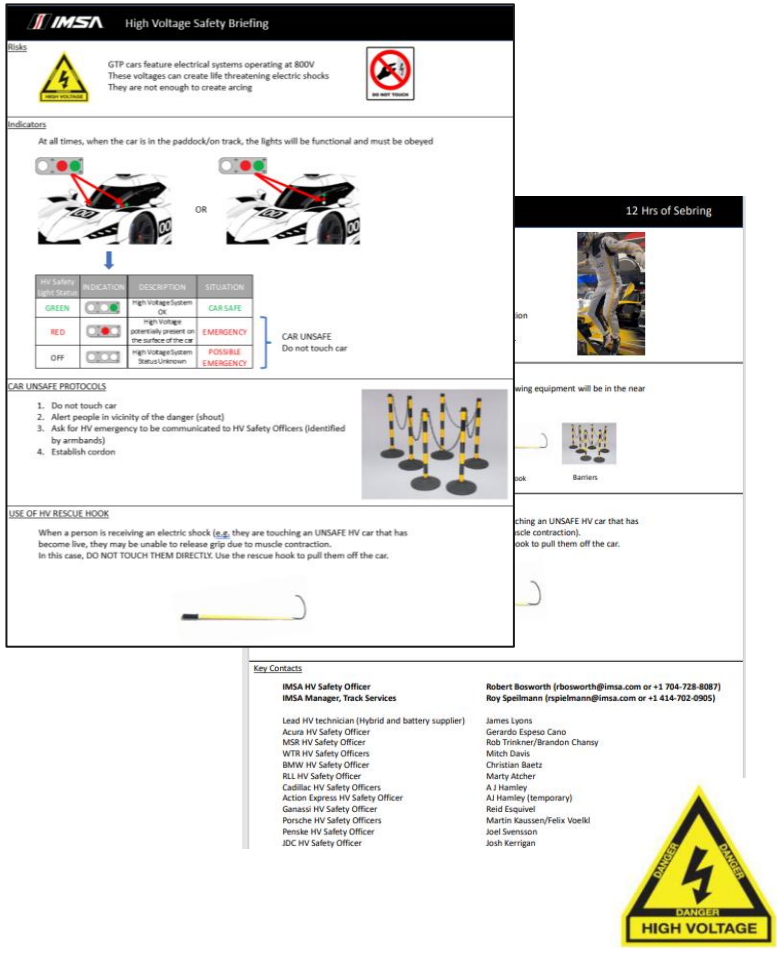
OFFICIAL HV COMMUNICATIONS



“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.



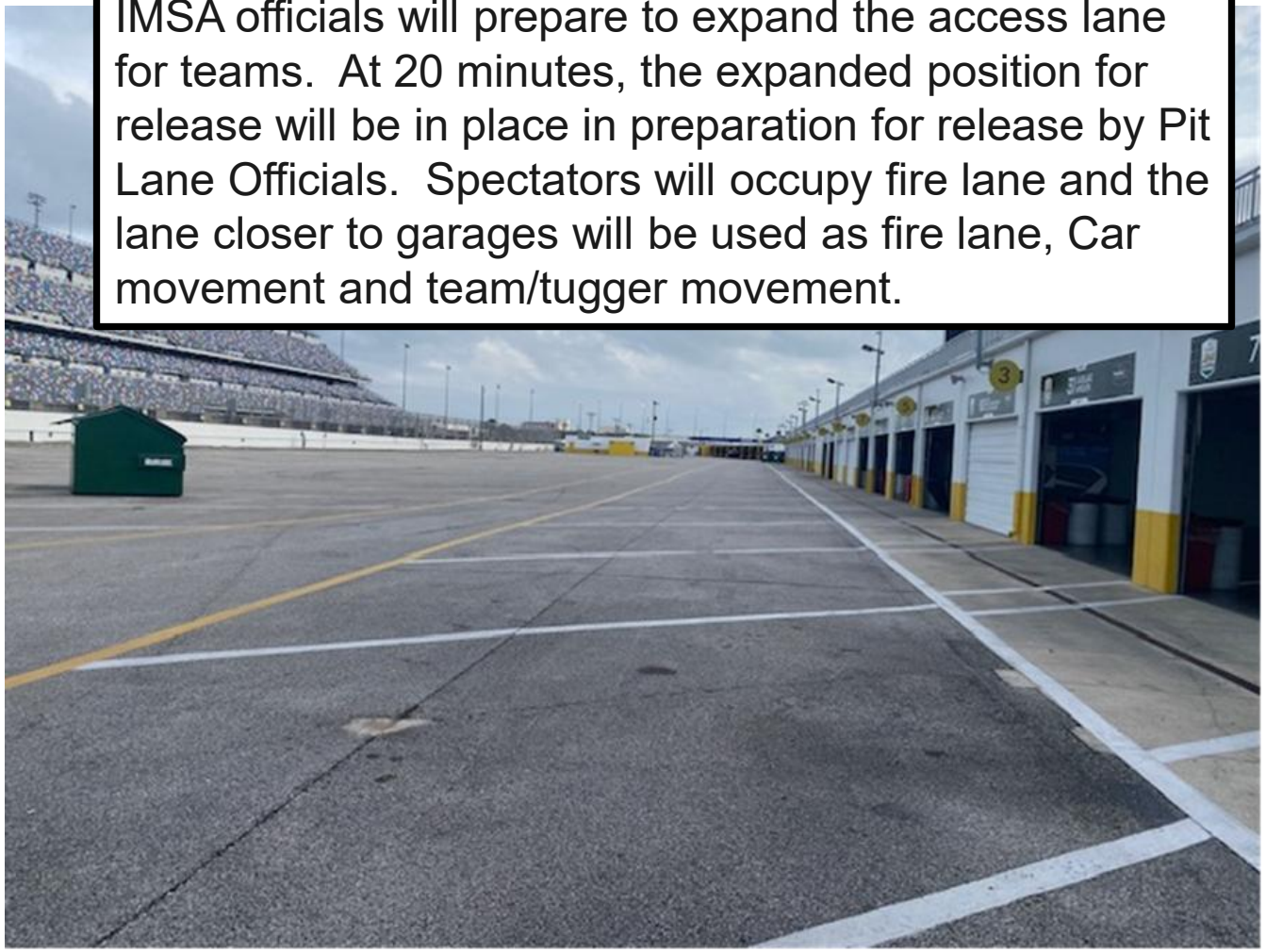
GTP Release from Garages . . .

This is safety barrier layout when GTPs are working in team garages. Fire lane provides two-way traffic. Common wall using stanchions by all GTP teams provides enough room to roll car out of garage if fire or battery runaway. The distance from building also provides a safety zone for spectators in case teams move car out.

GTP Release from Garages . . . Retracted

GTP Release from Garages . . .

At approximately 30 minutes prior to WT session, IMSA officials will prepare to expand the access lane for teams. At 20 minutes, the expanded position for release will be in place in preparation for release by Pit Lane Officials. Spectators will occupy fire lane and the lane closer to garages will be used as fire lane, Car movement and team/tugger movement.



GTP Release from Garages . . . Congestion

Open Grid / Fan Walk Equipment Expectations

Car in SAFE Condition

- 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.

Open Grid / Fan Walk Equipment Expectations

D. When the Car is on display outside of locations per Par. 8.10.1.A, the following must be observed:

i. PPE must be available (per Par. 8.12) in the pit box;
ii. Car must be cordoned off with the required barriers;
iii. HV Condition lights must be illuminated;

a. At off-site IMSA-supported activities, the use of a green cone signifying "last known SAFE state" is permitted;

iv. The Team HV Safety Officer or designee (an HV Trained Person) must be present.

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.