

# HV Operating Protocol Review Meeting

Thursday, May 28<sup>th</sup>, 2026

2:15 p.m. –Drivers' Meeting Room

Follows IWSC Team Managers' Mtg. at 1:45 p.m.

1<sup>st</sup> Floor, Tower 300, GM Renaissance Center

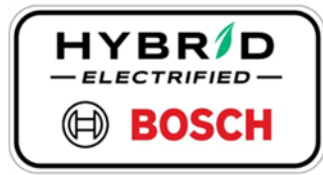


## Notes

- Track Meeting Room is in GM Renaissance Center, Building 300
- Take New Street Bridge (behind Pit Lane) to access Beaubien Garage
- Enter Renaissance Center through Beaubien Garage covered walkway (on 2<sup>nd</sup> Floor)
- Upon entering Renaissance Center, turn right and follow signage to Track Meeting Room (see inset photo)



# Arm Bands for HV Safety Officers



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

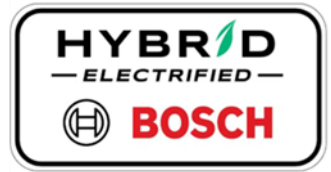
# Automatic External Defibrillators

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

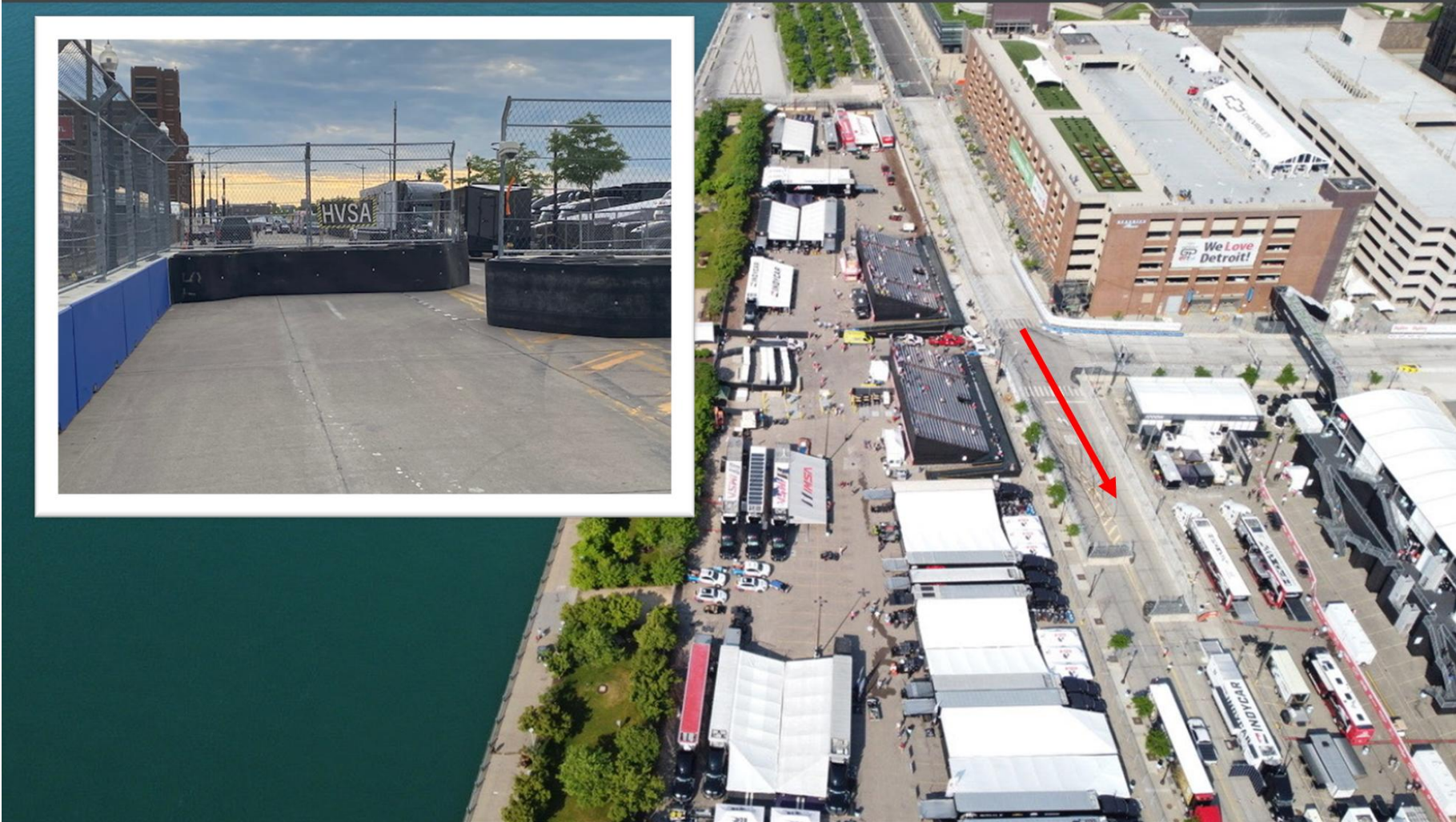
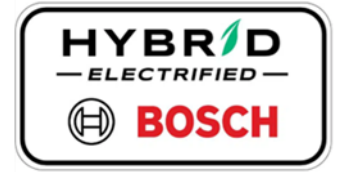
- In HVSA Work Tent
- In WeatherTech GTP Scrutineering area
- In KMBC Business Center WeatherTech paddock
- In IMSA Single Make Transporter

# Turn 8 Access to HVSA for Drivers

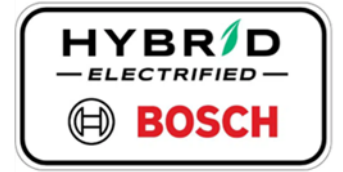


The Turn 8 run-off allows access to IMSA paddock and HVSA parking location. This sign represents the standard for racetrack access to HVSA. Sign is designed to limit interpreting course flags by drivers. Please notify IMSA HV Safety Officer if concerns develop.

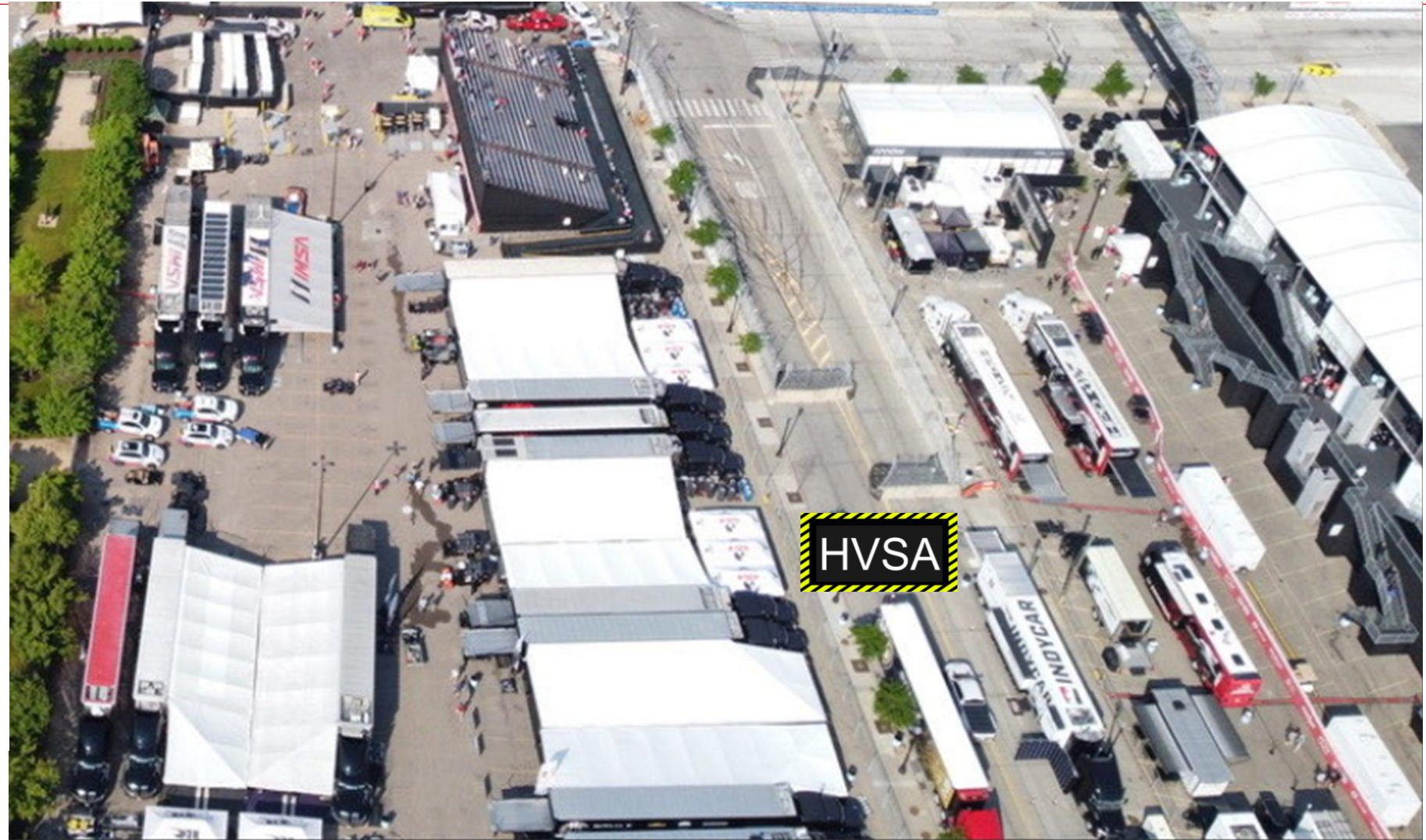
# Access to HVSA at Turn 8 Runoff



# Access to HVSA at Turn 8 Runoff



The Turn 8 runoff will serve as the entrance to the HVSA. The HVSA sign will be affixed to the chain link fencing behind the tire wall. The HVSA parking location will be located in this area past the tire walls in a protected location. The HVSA sign will only be displaced during WeatherTech sessions and removed for IndyCar.

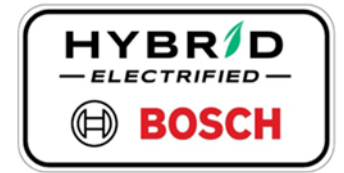




Once GTP has been converted to a “safe” status, the team will be able to push the car to their paddock for additional work, as needed, through IMSA Paddock access gate. See “yellow” arrow.



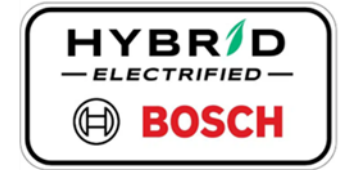
# When GTPs are on Track . . .



- IMSA HV Safety Officer will be in proximity to the HVSA area for arrival of car;
- IMSA HV Technical Partners will monitor HV Dashboard and meet race car at HVSA.
- **Exception: End of race – at podium**



FYI . . .



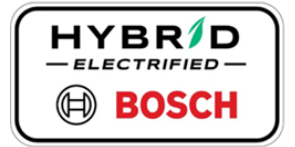
IMSA HV Safety Officer and IMSA Technical Experts will wait for Team's arrival in the HVSA unless life safety is at risk.

# Power Cycling . . .



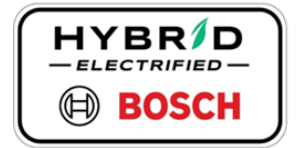
- This issue impacts more than just IMSA Sporting Regulations, Attachment 8.
- Attachment 8 of the IMSA Sporting Regulations requires consistent powering of the IMSA scrutineering system for LMDh.
- During practice sessions only, if, in extreme circumstances, you need to power down the logger and telemetry,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



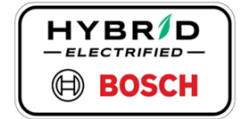
- **Attachment 8: If a Car goes “unsafe” while in Team garage, Paddock location, or under the Team’s awning:**
  - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
  - Team controls Car and follows pre-planned procedures regarding Car.
    - 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 . . .



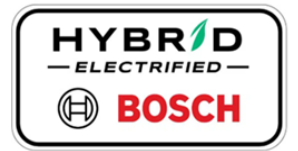
- **Attachment 8: Par. 8.10.2.B (outside Team Garage/Tent)**
  - Team HV Safety Officer or designee is present and communicates condition/issue on “Emergency Discord Channel”.
  - Establish a safety perimeter around Car to keep spectators away - including verbal instructions by Team, set up cordon using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



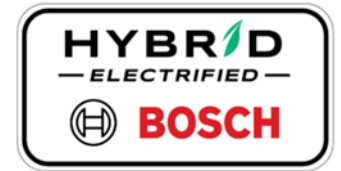
- **Attachment 8: If a Car goes “unsafe” while stopped in Team pit box**
  - Team HV Safety Officer or designee communicates condition/issue on “Emergency Discord Channel”.
- **During Practice or Qualifying:**
  - Car controlled and cordoned off by Team in pit box.
  - Car is investigated/worked on by 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



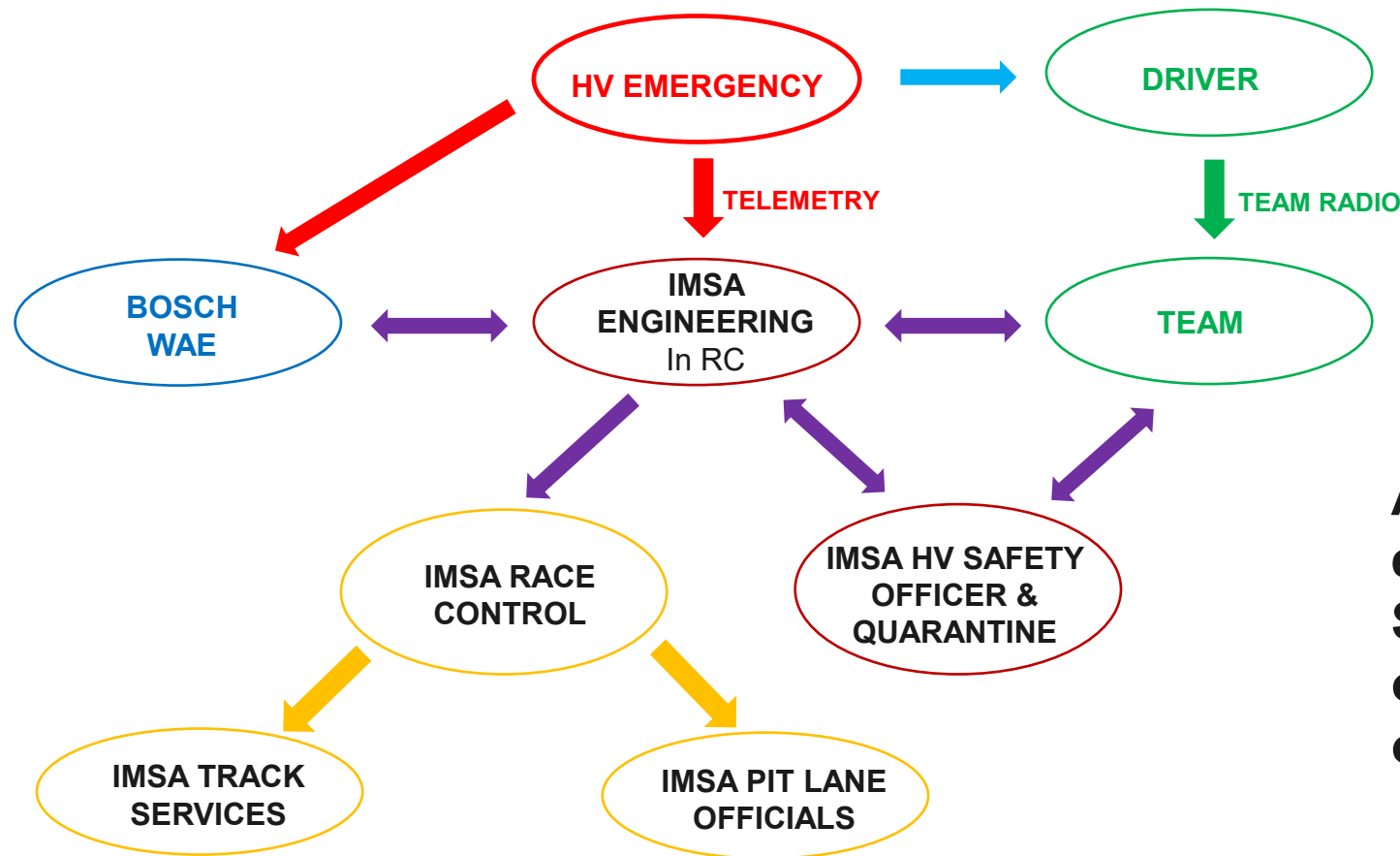
IMSA HVSA RELEASE FORM		GTP HYBRID BOSCH	
Event: _____		Date: ____/____/____	
Session # _____	Practice # _____	Qualifying: <input type="checkbox"/>	Race: <input type="checkbox"/>
Att. 8.10.2	Location:	<input type="checkbox"/> Paddock	<input type="checkbox"/> Pit Box <input type="checkbox"/> On Track
Att. 8.7	HV Condition:	<input type="checkbox"/> UNSAFE (start-up)	<input type="checkbox"/> SAFE to UNSAFE
Att. 8.13	Discord:	Reported at _____ by <input type="checkbox"/> Team <input type="checkbox"/> OEM <input type="checkbox"/> IMSA <input type="checkbox"/> Bosch <input type="checkbox"/> FZ	
Att. 8.5.1	HVSA:	<input type="checkbox"/> Car recovered by IMSA Track Services	Time: _____
		<input type="checkbox"/> Driven from Track	Time: _____
		<input type="checkbox"/> Delivered by Team	Time: _____
Att. 8.5	Resolution:	<input type="checkbox"/> Remain in HVSA for Additional Work	Time: _____
		<input type="checkbox"/> Moved to HVII	Time: _____
		<input type="checkbox"/> Released for additional work (see notes)	Time: _____
		<input type="checkbox"/> 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 _____		<input type="checkbox"/> AM	<input type="checkbox"/> PM
IMSA HV Safety Officer Signature			

Rrb v111525

Located in HVSA area.



# » OFFICIAL HV COMMUNICATIONS



- HV LIGHT/DASH
- TELEMETRY
- TEAM RADIO
- DISCORD
- IMS RADIOS

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**

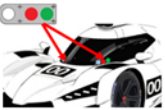

**Risks**




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



**Indicators**

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


 OR 

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 Detroit GP:**

**At IWSC Series Hauler**



For Fan Walk:

– GTP Teams will supply stanchions to complete a three-sided protective barrier for the entire group (Yellow lines).

- IMSA Field Investigations will supply stanchions to complete the “box” (red/dashed line)



# IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

THANK YOU