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SPRINT CHALLENGE
NORTH AMERICA
BY YOKOHAMA

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SPRINT CHALLENGE
USA WEST
BY YOKOHAMA

General Regulations for Series run on Circuits / Automobile Sport

Part 2.1 – Specific Technical Regulations

by Porsche Motorsport North America

(DRAFT v0.1 / 10.02.2025)

Porsche Sprint Challenge North America

and

Porsche Sprint Challenge USA West

Model: 911 GT3 Cup (992.1)

From MY 2021- 2025

Foreword:

United States Auto Club, hereinafter called USAC, is hosting the Porsche Sprint Challenge for 2026.

Organization:

USAC
Porsche Sprint Challenge North America
4910 W. 16th Street
Speedway IN 46224
USA

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2 992 GT3 Cup Specific Technical Regulations

2.1 General information

Technically identical Cars with the designation Porsche 911 GT3 Cup (type 992.1), built by Porsche AG in a small production run based on the Porsche 911 GT3, shall be used for the Series. Only (type 992.1) Cars built between model year 2021 and 2025 are permitted.

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of USAC shall be final regarding any interpretation of these Regulations. The USAC reserves the right to amend and extend these rules.

General Car description

Porsche 911 GT3 Cup (type 992.1), From MY2021-2025

Concept: Single-seated, near-standard Race Car based on the Porsche 911 GT3.

For further general descriptions, the entrant shall refer to the respective paragraphs of these technical regulations.

Important Information

Certain special parts used in the Porsche 911 GT3 Cup (type 992.1) cannot be obtained via the Porsche dealer organization but instead can only be obtained from:

Porsche Motorsport North America

19800 South Main Street

Carson California 90745

USA

Email: PMNARaceparts@Porschemotorsport.com

The Cars must comply with the requirements of these Technical Regulations. Technical inspection and acceptance of the Cars is undertaken by USAC.

2.2 Engine

2.2.1 General description

Aluminum six-cylinder rear-mounted boxer engine

PAG or PMNA Sealed

Water-cooled six-cylinder boxer engine

Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm

Max RPM 8,750

Single throttle butterfly system

Intake manifold with two resonance flaps
Dry-sump lubrication with oil-water heat exchanger
Race exhaust system with DMSB certified catalytic converter
Engine control unit Bosch MS 6.6
Single-mass flywheel

The engines are sealed at Porsche AG or PMNA prior to delivery. A Car with an unsealed engine or with a damaged seal is not permitted to participate in the Series under any circumstances. The competitor is responsible for the state of the seals and their presence at all times. Missing or deteriorated seals will be considered an infringement of these Regulations. All repairs and internal maintenance operations must be performed by PMNA following Porsche AG specified run times. Any intrusion into the engine is forbidden.

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at PMNA or PAG. An engine change must be approved in writing by USAC prior to the change. If the engine is changed following Qualifying, the car may start the race from the back of the grid.

Engines can be called in and inspected at the instructions of the Technical Scrutineering team. Before the engines are delivered and refitted, a new seal shall be affixed at PMNA or Porsche AG.

2.2.2 Engine electronic control units

The specific serialized electronic control unit as submitted in the entry process incl. the complete wiring harness must be used without modification(s) for the duration of the event. USAC reserves the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the Event. USAC reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time of an Event. It is thus ensured that the status of the program and data is identical for all participating Cars. Except as provided for herein, no additional electronics may be installed between the ECU and the engine. It is the Competitor's responsibility to ensure that the engine electronic control unit is programmed with the latest software from PMRSI.

Traction control is allowed during the entirety of the Event.

2.2.3 Exhaust system

Contrary to the general Car description (see Item 1.1), the exhaust system, starting from the manifold, will be modified completely with the parts listed in the valid parts catalogue for the respective Car and model year to the version "exhaust system without silencer" (general linguistic usage as "Supercup exhaust system")

2.3 Power transmission (Gearbox/Differential)

2.3.1 General description

Porsche six-speed sequential dog-type

gearbox sealed by PMNA or PAG

Gear ratios:

Ring & pinion gear	15/23	i = 1.533
Final drive	16/39	i = 2.438
1 st gear	13/41	i = 3.154
2 nd gear	17/40	i = 2.353
3 rd gear	20/37	i = 1.850
4 th gear	24/36	i = 1.500
5 th gear	24/30	i = 1.250
6 th gear	28/30-	i = 1.071

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger

Mechanical limited slip differential

Triple-disc sintered metal race clutch

Electronic gear shift activation (paddle shift)

The gearboxes are sealed at Porsche AG or PMNA prior to delivery. A Car with an unsealed gearbox, or a damaged seal is not permitted to participate in the Series under any circumstances.

Mobil Delvac 1 SAE 75W-90 transmission oil is compulsory. All additives are prohibited. No less than the minimum quantity of transmission oil in the gearbox as specified in the manual must always be used during the Event. All repairs and internal maintenance operations must be performed by PMNA following Porsche AG specified run times.

Gearboxes may be sealed at Technical Inspection. Tampering with or breaking the affixed seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series, PMNA, or Porsche AG.

2.3.2 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation (**Attachment 4**). The number of friction plates and the assembly order shall correspond to the specification in the manual and must not be changed. The fitted friction plates must comply in terms of part number, allocation, and specification (see parts catalogue).

Torque break testing at the discretion of the Technical Director at events.

Differential must be sealed together with the transmission by PMNA, or Series Officials.

2.3.3 Transmission emergency function

After the transmission emergency function has been switched on, the Car must immediately return to pit lane. The Car is not permitted to leave pit lane again until this function has been deactivated.

2.4 Lubrication System

2.4.1 Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during the event.

The addition of any additives or any chemical changes to the lubricants are prohibited, unless specified in these Technical Regulations.

2.4.2 Engine

Mobil 1 ESP X3 0W-40 or Mobil 1 C40 GT 0W-40 engine oil is compulsory.

Engine coolant: The use of 2 liters of corrosion inhibitor (Part # 9F0100628) and 22 liters of distilled water is approved. The use of any glycol-based product is PROHIBITED.

2.4.3 Transmission

Mobil Delvac 1 SAE 75W-90 transmission oil is compulsory.

2.5 Brakes

Only Cars with brake calipers that correspond with the delivery conditions are permitted. It is not permitted to modify the Car to endurance brake calipers, or different pistons even if they might be listed in the parts catalogue.

2.5.1 General description

Two independent brake circuits incorporating front and rear axle brake pressure sensors, Driver adjustable brake force distribution via brake balance system.

- Racing brake pads optimized brake ducts
- Ergonomic brake pedal positioning
- Derivative sensors & harness for retrofitting an ABS system

Only standard master brake cylinders are permitted for the 2 brake circuits.

- Front axle: (diameter: 19.1 mm)
- Rear axle: (diameter: 17.8 mm)

Front axle:

- Aluminum 6-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminum disc bells

Rear axle:

- Aluminum 4-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminum disc bells

2.6 Wheel suspension

Forged control arms & top mounts:

Stiffness optimized.

Electronic Power steering as delivered with the latest Software update.

Heavy-duty spherical bearings with dust protection

Wheel hubs with center-lock wheel nut

Shock absorbers with motorsport specific valve characteristic, non-adjustable

Double-blade-type adjustable anti-roll bars

Tire pressure monitoring system

2.6.1 General description front axle

Double wishbone front suspension, adjustable ride-height, camber, and toe. Electric power steering with manual function to ease Car maneuvering

2.6.2 General description rear axle

Multi-link rear suspension, adjustable ride-height, camber, and toe. Motorsport driveshafts optimized for reliability and durability.

The use of safety wire on the inner driveshaft bolts is permitted. (Bolt Part # WHS001798).

2.6.3 Suspension Adjustments

The suspension is permitted to be modified within the scope of the specified setting range defined by Yokohama and PMNA. All genuine parts must be retained. The maximum permissible negative camber values will be distributed based on the track configuration prior to the event.

Competitors must always comply with tire operational requirements per SSR. Camber and pressure values may be altered at any time by the designated tire supplier by means of a Yokohama Bulletin.

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by USAC Technical Bulletin at any time before or during any Event. It is permitted to fix the camber shims in position with aluminum tape or safety wire.

All bearing points of the front and rear control arms must be left in the position or orientation in which

they are delivered and specified in the Technical Manual. The adjustment of the eccentric screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

2.6.4 Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective roll bar is completely removed. Only the respective setting options given in the manual are permitted to be used.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance.

2.6.5 Shock absorbers/springs

Only factory-installed type shock absorbers in their original condition are permitted to be used. The original delivery condition of the bump stops must not be modified in any way. Only the approved main springs listed in the Table below may be used. The use of any spring other than the ones listed below is prohibited.

	Main Spring Part #	Rate (N/mm)	Intermediate Ring Part #
Front	9F1411105B	260	9F1411109B
Rear	PMN9F1511105B	260	9F1411109B

2.7 Wheels (flange + rim) and tires

2.7.1 General description

Single-piece light-alloy rims according to Porsche specification and design with center lock.

Front axle:

- 12J x 18 ET 23.5 mm
- Treaded transportation tires; tire size: 30/65-18

Rear axle:

- 13J x 18 ET 44.5 mm
- Treaded transportation tires; tire size: 31/71-18

2.7.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tire pressure and temperature sensors, run with valve stems as supplied by PMNA and valve stem caps as supplied by Yokohama. TPMS systems must be operational during the entire Event.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). The friction strips on the inside of the rim must stay functional and must not be treated in any way.

2.7.3 Tires

General

USAC reserves the right to regulate tires and the eligibility of certain tires and tire manufacturers and may do so at any point in the season and may modify or waive any part of this regulation at its sole discretion. Decisions of USAC are conclusive.

All tires used in a Session must be specifically designed for automobile racing and must be approved by their manufacturer for such use.

Tire Manufacturers

The only permitted tire manufacturer is Yokohama.

Only the version of Yokohama tires approved for the Series with the following specification and supplied by the official supplier announced by USAC is permitted to be used for the duration of the Event and the official test. All wheels must be fitted with valve stem caps as supplied by Yokohama, at all times on the racetrack.

Tire warmers are prohibited; grooving of or otherwise modifying dry or wet tires is prohibited; Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.

Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

Slick tires

- Front: 300/650R18 Advan A005
- Rear: 330/710R18 Advan A005

Rain tires

- Front: 300/650R18 Advan A006
- Rear: 320/710R18 Advan A006

Camber and Pressure values must be respected at all times. Should the tire manufacturer prescribe a rotational direction for its tires, then any departure from the manufacturer's recommendation is prohibited.

2.7.4 Tire marking: See Sporting Regulations

2.7.5 Tire damage: See Sporting Regulations

2.7.6 Treatment:

Any chemical, mechanical or thermal treatment of the tires is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tire scraping") is prohibited. The use of heated covers, materials, or other means of changing or preserving the temperature of the tires is prohibited for the entire duration of an event. From the time of the pre-start until the end of any session, approved tires are not allowed to be covered. This applies for slick as well as rain tires.

Prohibited: Tire modification; Use of a traction compound or any substance that might alter the physical properties of a tire as supplied by its manufacturer; "Grooving" Dry tires to create intermediate style Wet

tires; Tire warmers or any other means of artificially warming tires; Any method of regulating tire pressure on-track. Any action, other than ordinary on-track use, designed to alter the tires as supplied. Anything not specifically permitted is prohibited.

Permitted: Cleaning rubber "pick-up" from used tires via heat gun and scraper.

Operational Requirements: Tire manufacturers may issue bulletins stating the following operational requirements:

- Minimum cold and/or hot pressures.
- Minimum and/or maximum front and/or rear camber settings.
- Direction of installation on the Car.
- Noncompliance may result in penalties.

Access: Officials of USAC and the tire manufacturer shall always have free access into the Competitor's pit and Paddock space to validate the operational requirements including tire pressures and alignment settings.

Location: If marked by their manufacturer for a specific position on the Car, tires must only be used in those position(s) for which they are marked (such as LF, RF, LR, RR or direction of operation)

2.8 Bodywork and dimensions

2.8.1 General description

- Lightweight body featuring intelligent aluminum-steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-Driver usage on circuit Events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removable rescue hatch in accordance with the latest FIA safety regulations with mounting points for lifting device
- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

Lightweight exterior:

- Carbon fiber reinforced plastic doors with quick release push button
- Carbon fiber reinforced plastic rear lid with integrated quick-release fasteners; removable Carbon fiber reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating
- Rear underbody paneling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit:

Carbon fiber reinforced plastic interior trim panels

Ergonomic digital touch panel with multi-color backlight aligned towards Driver

Multifunctional carbon fiber reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons

Adjustable steering column with steering angle sensor

Safety nets (center and Driver's side) in accordance with latest FIA safety regulations

Optimized cockpit ventilation featuring airflow directed at Driver

Racing bucket seat in accordance with FIA Standard 8862/2009:

- Infinite longitudinal adjustment, two positions for height and inclination adjustment
- Padding system in three sizes to adapt seat to individual Drivers (delivered with size M)
- Preparation for seat ventilation

Six-point racing safety harness

FT3 safety fuel cell (approx. 110 liters) and dry break couplings for fueling and draining using a fully closed loop system.

'Fuel-Cut-Off' safety valve in accordance with FIA regulations

Integrated air-jack system (three jacks) with valve mounting points on either side of the Car

Colors:

Body painted with water-based paint

Exterior: GT-silver-metallic (M7Z)

Interior: GT-silver-metallic (M7Z), without clear lacquer finish

Rims: Platinum semi-matte (OB5)

Rear wing in naked carbon

2.8.2 Overall Car dimensions and overhangs

- Total length: 4,585 mm (180.51 inch)
- Total width (front axle): 1,920 mm (75.59 inch)
- Total width (rear axle): 1,902 mm (74.88 inch)
- Wheelbase: 2,468 mm (97.16 inch)

The front overhang is 1,036.0 mm +/-15.0 mm, measured from the middle of the wheel of the front axle to the leading edge of the Car (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 1,081.0 mm +/-15.0 mm, measured from the middle of the wheel of the rear axle to the rear edge of the Car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

The wheelbase on the left and right sides of the Car is 2,468.0 mm +/-15.0 mm, measured at the centers of the wheel hubs at ride Height with the wheels pointed straight ahead.

2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.8.4 Windscreen

As a replacement to the original part, a heated windscreen as shown in the spare parts catalogue is permitted. The windscreen is permitted to be connected to the electrical system of the Car and the heating function is permitted to be used.

To protect the windscreen and as a safety measure, "tear-off" screens are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of USAC.

Front and rear windows must remain stock OE. Damaged or cracked windshields must be approved by the Technical Director prior to track use.

2.8.5 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

A NACA duct may be installed on the side window for the purpose of cooling the driver as long as no modifications to the window except for required mounting hardware are made. Maximum of 1 per side with 2 ducts permitted per car.

2.8.6 Cockpit

Seat

The adaptation of the seat by the addition of original Sabelt seat padding shown in green and blue in **Attachment 6** is permitted.

Each padding shape may only be used in the specific and correct location, orientation, and direction as shown in **Attachment 6**.

Additional padding at the head rest can only be added in accordance with the following conditions and the Technical Scrutineers' discretion:

- The foam used for the padding must be the same material as the one used on the headrest by the seat manufacturer.
- The padding must be properly fixed to the seat.

Any modifications or addition of paddings outside of the prescriptions above must be presented to the Technical Scrutineers for approval.

A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the

insert is made of fireproof material, colored black. The use or change is subject to approval by USAC.

The original seat and seat mounting (seat rails and bracket) must be retained and must not be modified.

The provisions of FIA International Sporting Code Appendix J Article 253 - 16 must be always complied with.

Drivers side impact protection

The installation of the side impact protection insert from the 992.2 Spare parts catalogue is required for all 911 GT3 Cup Cars. It is required to be installed during the entire Event. The insert must be in good condition. Damaged inserts are subject to approval by USAC. (Required Part # TBD)

Ventilation in the passenger compartment

Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible to use without modification, except those complying with Part 2.1 Regulations 2.8.5.

Safety nets

Every Car must be equipped with the valid safety nets as specified in the spare parts catalogue and mounted complying with the official Porsche Motorsport North America mounting instructions in the Technical Manual. See also P1 of these Technical Regulations.

Driver Comfort Systems

A cooling system with cooling vest and/or helmet air is allowed. Installation according to the manufacturer's instructions is the sole responsibility of the participant.

- Driver cooling systems must use non-flammable refrigerant (e.g., R134a, water)
- The Driver cooling system must be mounted in the passenger seat area attached to the authorized ballast plate, as shown in **Attachment 3**.
- The mounting may serve no purpose other than retaining the cooling system in the event of a collision.
- All driver cooling system components must be securely mounted using appropriately sized and quality metal hardware and be able to withstand an impact of 30g.
- The use of open hook type strap and or loop fasteners (Velcro) is prohibited.
- The Driver cooling system may utilize the OE compartment ventilation system or side windows for cooling system operation, only if the installation complies with these Technical Regulations.
- Any remote controls must be mounted on or around the center tunnel, securely with metal hardware and able to withstand 30g.

The installation and use of A/C system Part # MT004886A is permitted. The system must only use parts listed in any version of the PMNA Air-Condition MT004886A Parts Catalogue. No part of the system can be used for any purpose other than what was originally intended. Only the use of Refrigerant R1234yf and SP-A2 compressor oil is permitted. The system must only be installed in its entirety; all

portions of the system must be present on the car. The A/C system or its components may not be modified in any way.

2.8.7 Additional roof hatch accessories

The Car has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the Driver.

The roof hatch is connected to the roof via 7 livelocks which must be accessible at all times (no foiling or painting of live locks is permitted).

2.8.8 Ground clearance of Car

The minimum ground clearance of the ready-to-drive Car (with the Driver in the Car and slick tires in compliance with Article 2.7.3 in the Technical Regulations, at 29 psi ± 0.5 psi air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the Event.

For the entire duration of the Event, the ground clearance of the front axle is to be a minimum of **72.0 mm** and the clearance at the rear axle a minimum of **106.0 mm**. The measuring points (see **Attachment 5**) at the front axle are the mounting bolts of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is permitted to be changed within the existing adjustment range. Failure to meet the minimum ground clearance is a violation of the Technical Regulations,

Ride height of vehicle is measured "ready to race" including driver's weight, Dry-Type (slick) tires, and without fuel. The ride height must only be changed within the existing OE adjustment range.

Ride height may be measured at any time during the Event. The procedure includes a straight steering wheel ensuring the front wheels are straight.

The minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged mounting bolts (part number WHT.008.757). The height of an undamaged mounting bolt head will be defined as 11.8mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.8mm, the difference will be taken into account. The bolt head thickness is measured from the top of the head to the back of the mounting surface. If the mounting bolt heads are damaged or do not measure 11.8mm, the scrutineers can require a replacement bolt be installed for measuring.

2.8.9 Measurement Method

The minimum ground clearance of the ready-to-drive Car is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive Car including the Driver (Or substituted Official Driver Weight) on board, standing on

the measuring plate. If the measuring gauges can be inserted between the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measurement tolerances will be considered by USAC. USAC may also use instruments such as calipers or depth gauges to determine the Car ground clearance.

USAC may at any time in their absolute discretion check the ground clearance measurement with any set of tires allocated to the respective competition number used during the session that the check is performed during or after. If Technical Scrutineers deems there to be too much "pickup" on the tire, the Team may be instructed to remove it or clean the tire surface or change the tires.

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with USAC.

2.9 Aerodynamic devices

The original position of the wing section is permitted to be changed within the specified scope in the Technical Manual (Using only matching numbered position holes in conjunction with each other) for adjustment.

Furthermore, it is permitted to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

Apart from the above, taping over of any slots in the bodywork, wings, OE fuel door, or other permanent parts, joints and openings is not permitted. The use of tape, wrap or any material to cover the radiator openings is prohibited. Taping over of body slots and openings is not allowed. Radiator fins must not be modified in any way except for damage from debris under normal use.

Any alteration or amendment outside the above set parameters will render the Car non-compliant with the Technical Regulations and may be subject to penalties from USAC.

The use of the front air scoop (part numbers 9F1.407.811 and 9F1.407.812) is mandatory for each event.

Rear Brake Ducts: It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447 and 9F1.615.448), using a maximum of 3 cable ties around each whole element, to prevent their separation.

If a session is declared as a wet session, it is permitted to close all slots on the rear side windows with transparent Heli-tape.

2.10 Electrical equipment

General description

- 10.3" Porsche color display
- Porsche logger
- Porsche power box
- Fire extinguisher system (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, installed in co-Driver's footwell
- Digital touch panel with multi-color backlight
- 175 A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional center console switches for additional power consumers and Data connection (video system)
- MTH000116A – AS Charging cable (installation according to latest mounting instructions)

Battery: Stock OE

- See Car Specific Parts Catalog for specific legal battery.
- Must remain in stock location.
- Must be securely mounted.
- Battery cover is required.

LED Lighting system

- Main headlights Daytime running lights Taillights.
- Rain light in compliance with FIA homologation regulation

The usage of the following electrical equipment out of the spare parts catalogue is required:

- 9F2927748 - AS SENSOR GPS

The usage of the following electrical equipment out of the spare parts catalogue is permitted:

- 9F1970994 - Z Harness USB
- 9F0054911A - RLU Rugged USB Memory Stick
- 9F0970994E – Harness Rugged USB to PC USB

It is not permitted at any time for any Competitor to read any sensors, with any equipment, which are not allocated to the Competitor's own Team. Any Competitor breaching this regulation may be disqualified from the relevant session, Race, or competition.

Competitors are not permitted to install any additional electronic system/s such as lap timers, aftermarket data systems, displays, etc.

Competitors are permitted to use VBOX Pit Lane Timer display as described in the Porsche Endurance Challenge Regulations during PSCNA and PSCW sessions. All installations must follow the PEC regulations, and displays must not serve any other function other than for pit lane timing during PEC sessions.

2.10.1 Data transfer

The use of radio-based information transmission in the vehicle (e.g. telemetry) is forbidden. Except for the following items.

- The usage of the built-in tire pressure monitoring system, which uses radio transmission for its functionality.
- Video telemetry using VBOX as described in these technical Regulations.
- RaceLink data package as required by USAC

Video telemetry systems include but are not limited to GPX, LiveU Solo, etc. All systems must be pre-approved by USAC. Video telemetry systems must be mounted to metal surface, using metal hardware, must be able to withstand crash of 30g and must not impede driver egress from either door.

2.10.2 Radio system

Entrants may install a single two-way voice radio with Car-to-pit communication capability in compliance with the corresponding Series Sporting Regulations.

Radio must be mounted securely to a metal surface using metal hardware as shown in the technical manual. The mounting location must be on the passenger side of the tunnel behind the battery master switch and chassis harness as described in the Technical Manual. Mounting must be able to withstand crash of 30g and location must not impede driver egress.

Pit to car voice radios are required to be working in all phases of competition.

2.10.3 Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the Car's chassis number and must not be exchanged without consent from USAC. Only the setups approved by Porsche Motorsport North America are permitted to be used for the duration of the Event.

Only the infrared pit wall beacon signal provided by USAC must be used to create lap times in the recorded data.

All recorded data from every session during an Event relating to the competition must be made available to USAC and PMNA at any time.

Any additional electrical connection to the Car's wiring harness is not permitted. Installations required or approved by USAC are exceptions to this rule. Where the USAC or PMNA requires an additional part or system to be fitted for development purposes, the competitor is not permitted to access any of the associated data unless specific agreement is given in writing by USAC.

OE Data loggers are mandatory and exclusive. OE Data logger defined in vehicle Technical Manual.

Permitted sensors are those listed in Porsche technical manual: The sensors delivered on the car from Porsche AG, PMNA, are the **only** ones allowed. No additional sensors.

GPS sensors are permitted only for OEM loggers, VBOX video system and series required marshalling electronics. All GPS sensors must be mounted according to **Attachment 8**.

All other sensors are prohibited for the duration of an event. No other sensors or wiring looms are permitted, (connected, or disconnected), to be attached to the car.

Directly after parking in Parc Fermé, the Driver is allowed to remove the optional RLU Rugged USB Memory from the car. The removal by any other person or removal by the Driver at a later time before the end of Parc Fermé is prohibited.

Tire circumferences set to "Yokohama" or as specified by USAC or PMNA. Below are the required Yokohama tire circumferences.

- Front Slick 2046 mm
- Front Wet 2046 mm
- Rear Slick 2221 mm
- Rear Wet 2221 mm

2.10.4 Timing Transponder

Transponders must be mounted inside the front right fender well. See **Appendix 7**

The MyLaps RaceLink unit is mandatory for all cars. MyLaps RaceLink Club, or RaceLink Pro are required and may be purchased from USAC. The LED light system must be mounted in such a way that the driver can see the LEDs when lit.

The recommended installation includes the in-car LED light system mounted according to the details in **Appendix 7**. It is recommended the LED be mounted to the driver side A-pillar of the roll cage at a height which is on the same horizontal plane as the driver eye level marking. The LED can be oriented vertically or horizontal so that the driver can see the LEDs when lit.

Power Supply for the Race Link unit

- 992: ID Light connector DTM06-2S

2.10.5 In Car Camera/Data

Only in-board or on-board cameras which have been approved by USAC and/or sporting matters and TV purposes are permitted to be used.

- VBOX Video HD2 system is required and must be installed per the Porsche camera system manual on PMRSI. The VBOX unit must be installed in the OE location. (Rear bulkhead passenger side)

- USAC has the right to impound footage from competitors at the discretion of the Race Director at any time during the event.
- A team may be required to fit and use cameras as assigned and provided by USAC.
- Team must execute and maintain a current media rights and usage license per USAC RULES.
- Use of the series specific VBOX Video scene file provided by PMNA (located in PMRSI) is required and only team logo placement and channel units change to the scene is allowed.
- Use of VBOX USB Logging Cable (RLCAB073) is allowed and must be securely attached.
- A Team is prohibited to remove the video storage device (SD card or USB stick) while the car is under "Parc Fermé" conditions unless instructed to do so by USAC personnel.
- A Video system must be able to record a complete race distance.
- GPS Antenna location must conform to diagram in **Attachment 8**.
- The approved system for the GT3 992 Cup is as follows:

Part Number	Item	Quantity
VBVDHD2-V2P	VBOX video HD2 – Unit only Porsche System	1
RLACS222/239	VBOX Video 1080p Camera HD2 -3m	2
RLACS260/286	Roll Cage Camera Mount	2
RLACS270	Heavy-Duty Camera Clamp for HD2	2
RLACS262	GPS Low Profile Antenna with RG-174 & SMA -3m	1
RLACS221	VBOX Video HD2 Mono Microphone -2.5m	1
RLACS315	Porsche 992 VBOX Video HD2 Mounting Bracket	1
999.703.504.00	AV-mounts	6
WHS.001.793	Nuts	6
WC-ADC_DTM_Vbox	PORSCHE 992 GT3 CUP VBOX CAN/POWER CABLE	1
RLACS273	Camera Mount Extension for Camera 1	1
RLCAB073	USB Logging Cable (Optional)	1

2.11 Miscellaneous

2.11.1 Seal Locations

The following seals must be affixed:

(See **Attachment 10** for specific seal locations)

Engine:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Throttle assembly, left (1x)
- Throttle assembly, right (1x)
- Oil pan bottom (1x)
- Gearbox:
 - Differential cover wire seal or RFID seal (1x)
 - Gear tail housing wire seal (RHS) (Connecting front and rear) or RFID seal (LHS) (1x)

If seals and marks are applied to the Car by USAC or Porsche, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the Car can be disqualified from the Event. The Competitor is responsible for the state of the seals and their presence at all times.

Seals that have fallen off during the Race or are damaged must be notified to USAC in writing no later than one hour after closure of the "Parc Fermé".

2.11.2 Electronic Car configuration

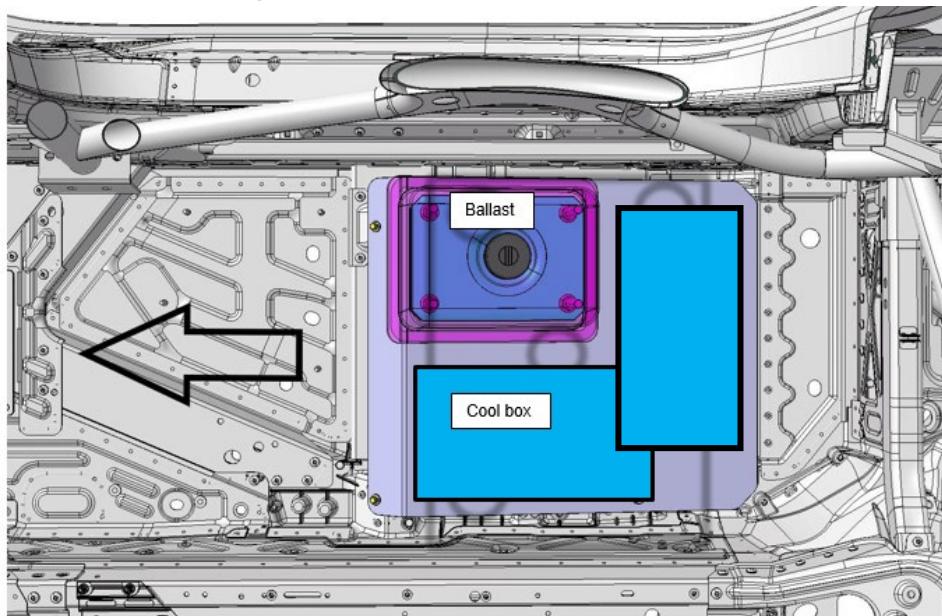
Throughout each Event, the Car must be run with the following configuration settings:

- Traction control and ABS variant "Basis" and the logged channel "log_car_variant" with the value "4" visible in the display.
- Exhaust system setting on standard with "CW_SILENCE" visible in Racecon" and the logged "ecu_B_silence" channels both with the value "0" at all times.
- Tire circumferences ("Parameters" > "Tyre Type" > Yokohama) set to "Yokohama" as visible in the Toolset setup that the Car is programmed with. Tire circumferences must be the default Yokohama value unless otherwise instructed by USAC or PMNA. When "WET" tires are installed, the "WET Tyre" mode must be activated.
- "Beacon Mode" in Toolset set to "IR" and the IR receiver in the OEM location on either the LHS or RHS as dictated by the racetrack configuration.

3 Attachments/Drawings

3.1 Attachment 3 – Ballast weights

Ballast Position and Optional Coolbox locations



992 GT3 Cup Ballast Components: See GT3 Cup Parts Manual for more information.

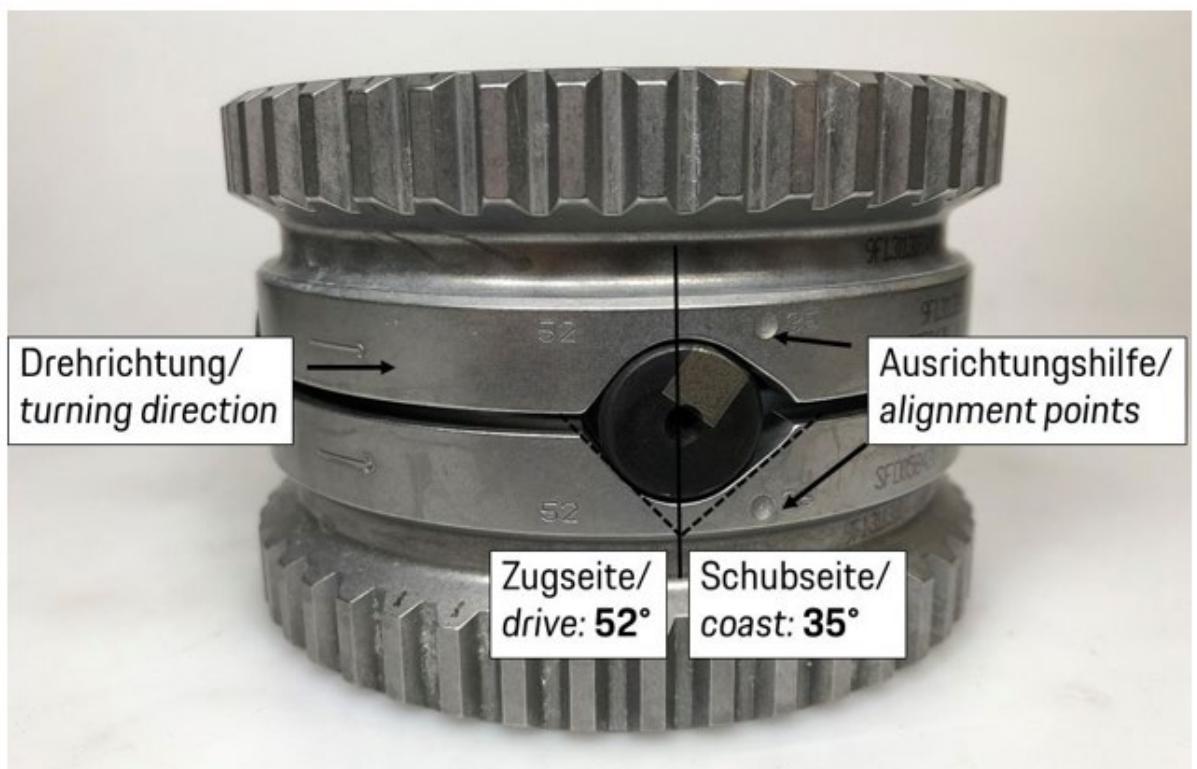
#	Description	Part Number	Qty Required
1	Base Plate	9F1882378A	1
2	Threaded bolt 12x1.5	WHS001902	5
3	Hex Nut 12x1.5	WHS001904	5
4	Hex Nut 12x1.5	N 0150816	5
5	Torx Screw 10x28 10.9	WHT007483	4
6	Additional Weight 2 kg	9F1801141	
7	Additional Weight 3.4 kg	9F1801141A	
8	Covering auxiliary weight (992 – Single - Black)	9F1801575	1
9	Nut for Cover	WHS001903	1

The following duplicate 991 components are permitted:

#	Description	Part Number	Updated #	Qty Required
	Washer 13x24x2.5	N 01153119		5
	Torx Screw M10x40 10.9	9A700744300		4
	Washer 10.5x25	99902526402		4
	Hex Nut M12x1.5	90038001001	WHS001904	5
	Threaded bolt M12x1.5	9975048429A	WHS001902	5
	Additional Weight 2 kg	99150484800	9F1801141	
	Additional Weight 3.4 kg	99150484801	9F1801141A	
	Nut for Cover	9915048529B	WHS001903	1
	Covering Auxiliary Weight	9915048659B	9F1801575	1

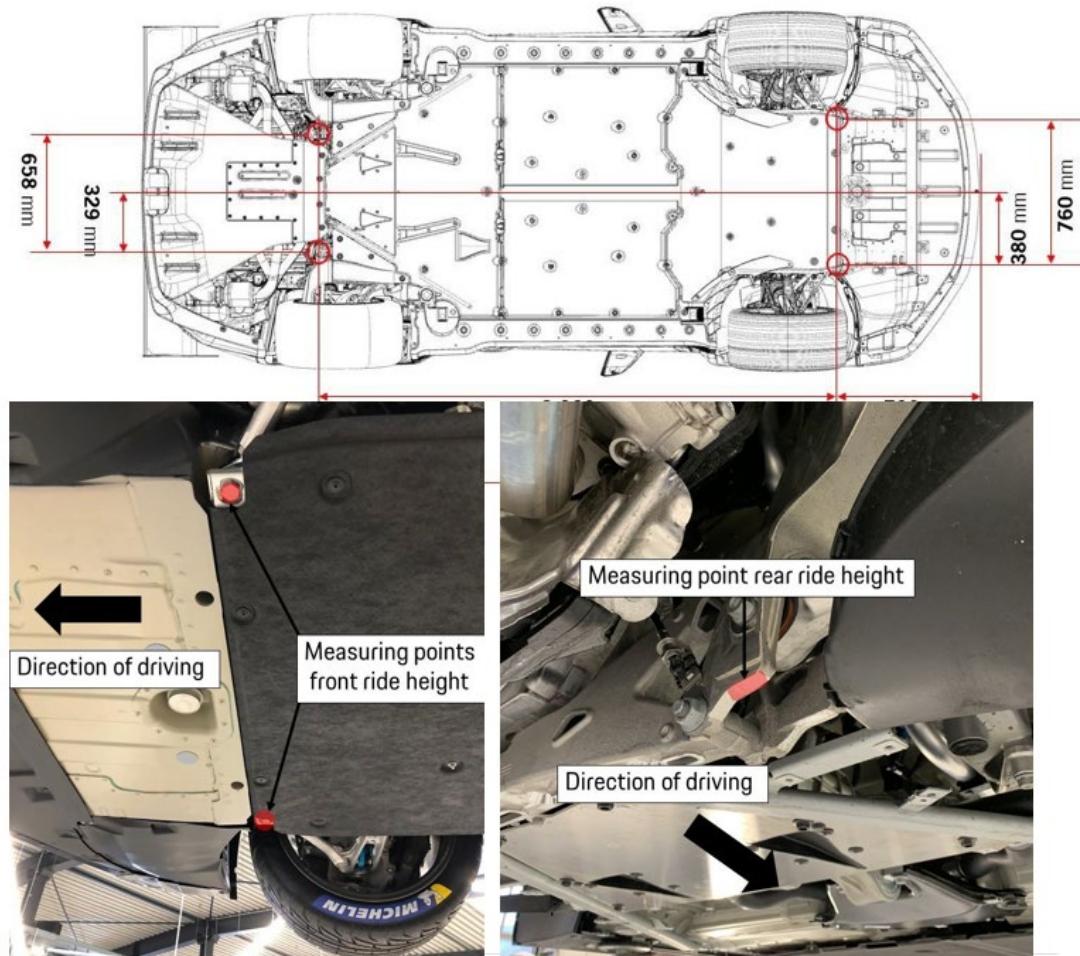
3.2 Attachment 4 – Differential

Differential lock ramp breakover angle

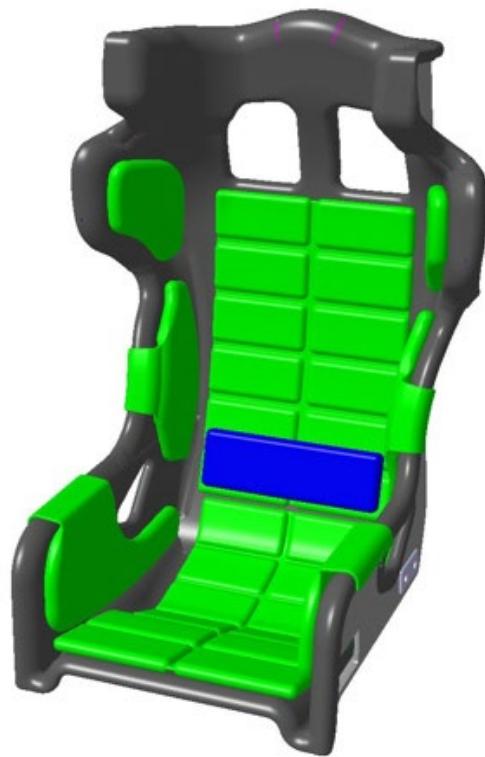


3.3 Attachment 5 – Ride height measuring locations

Ride Height Measuring Positions



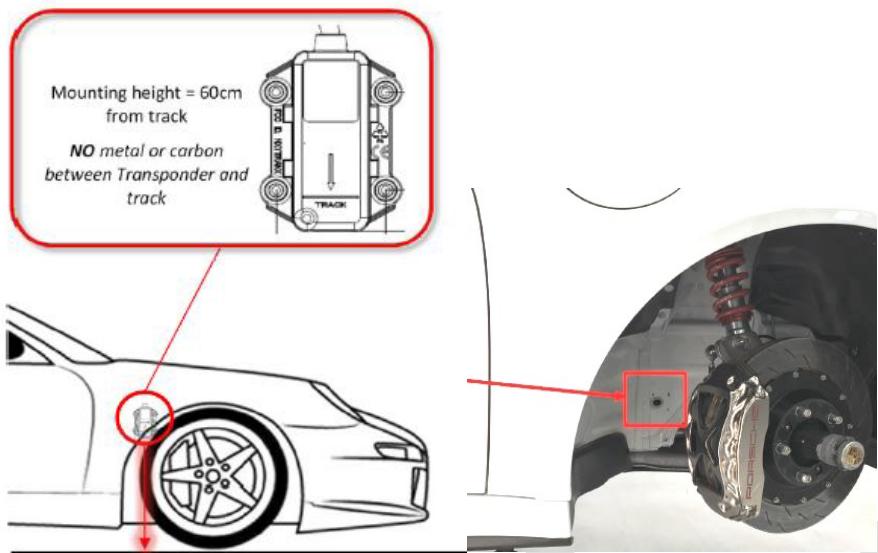
3.4 Attachment 6 – Seat padding



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3.5 Attachment 7 - Transponder and RaceLink

Transponder mounting location

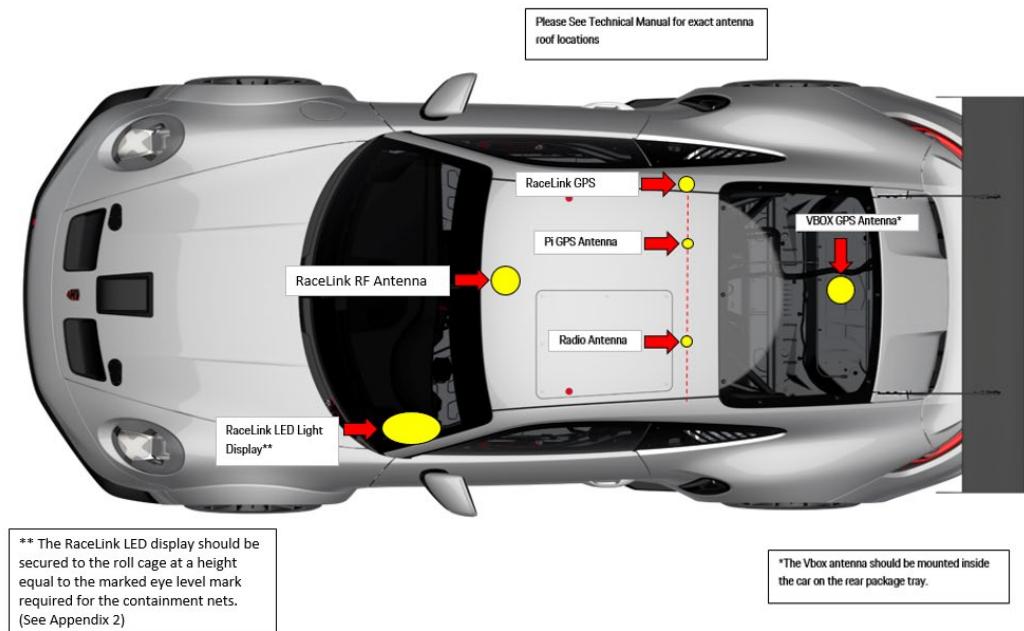


Race Link recommended mounting location



3.6 Attachment 8 – Antenna mounting

Required GPS Antenna locations

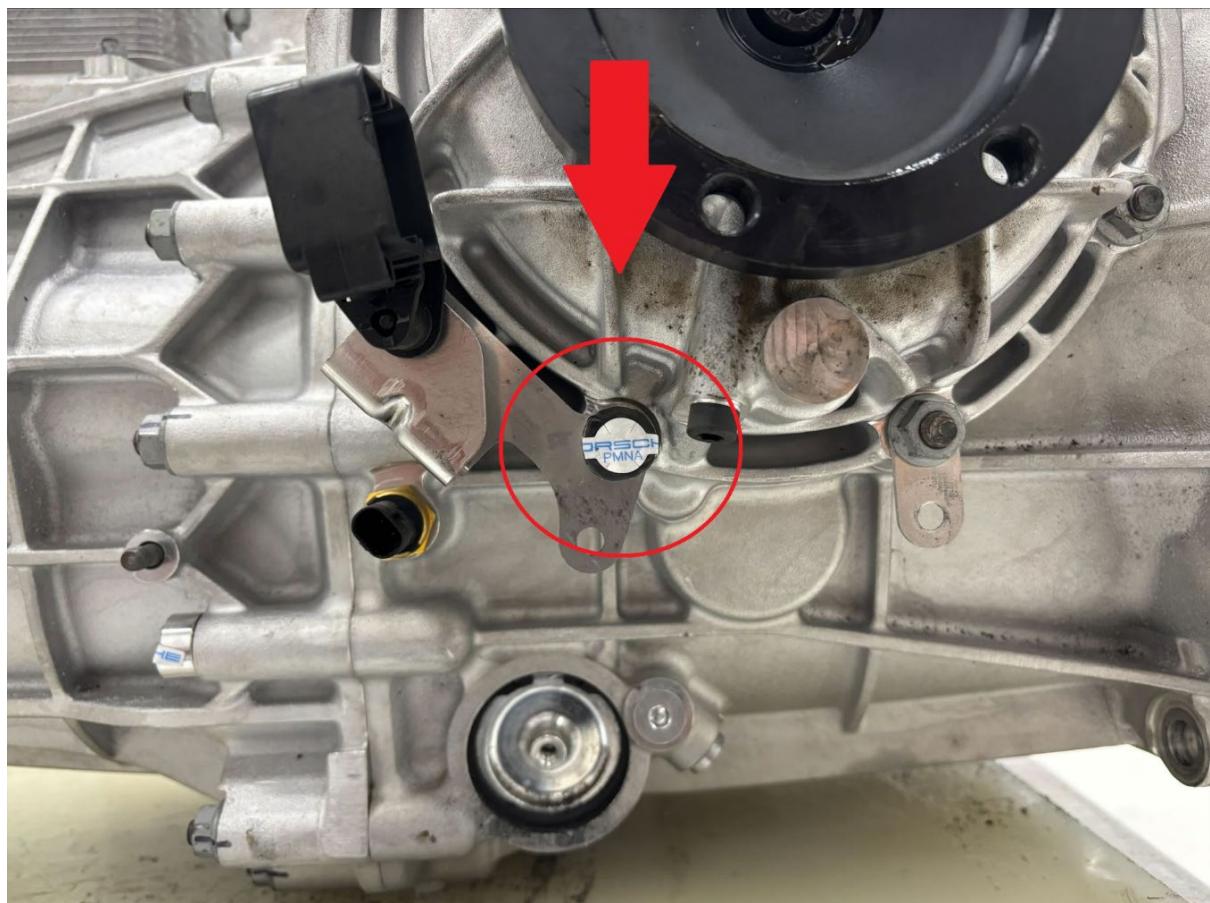


3.7 Attachment 10 – Seal Locations

(Exact bolt location of the RFID seal may vary slightly)

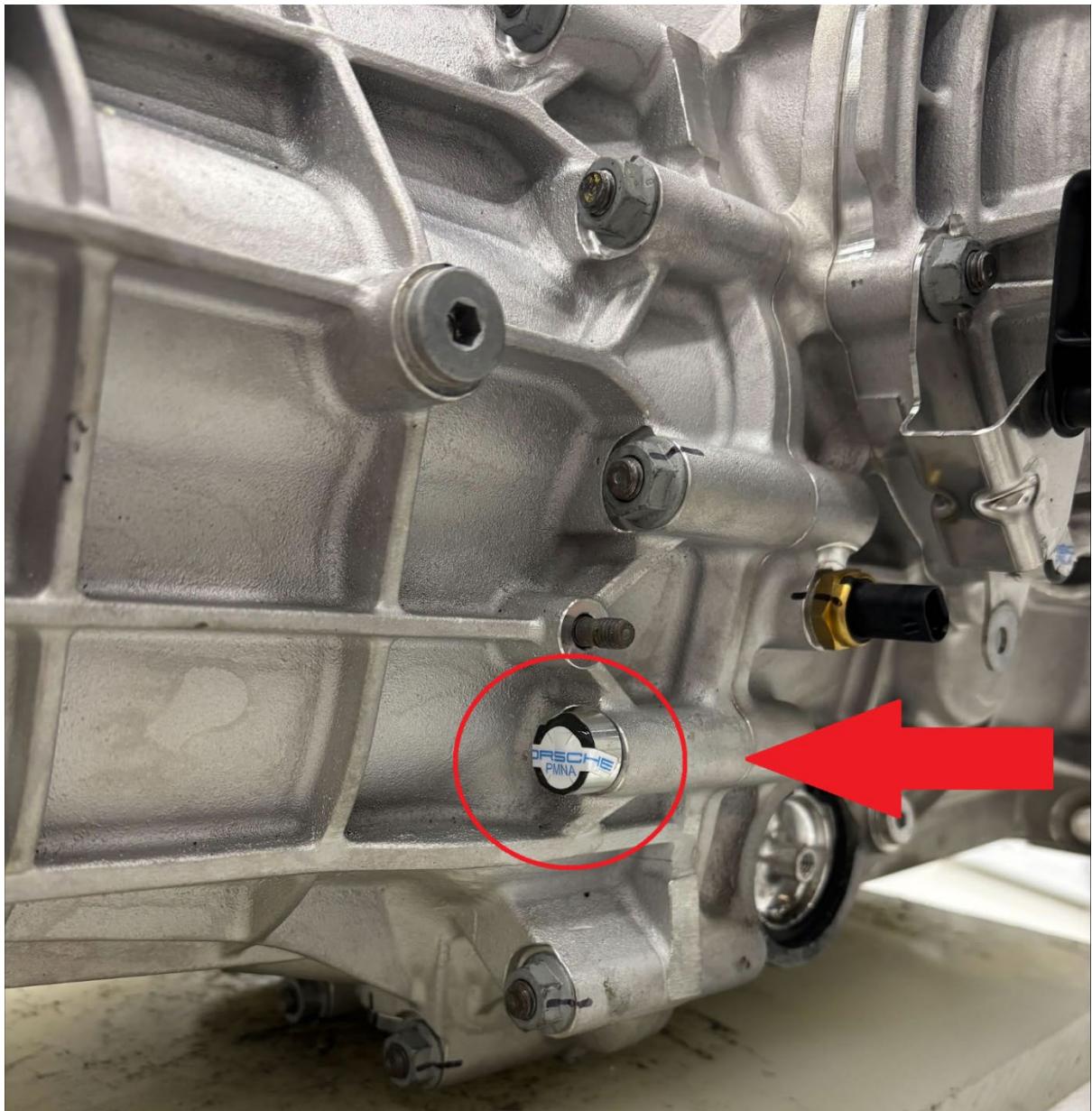
Gearbox Seal Locations:

Differential cover RFID seal location LHS



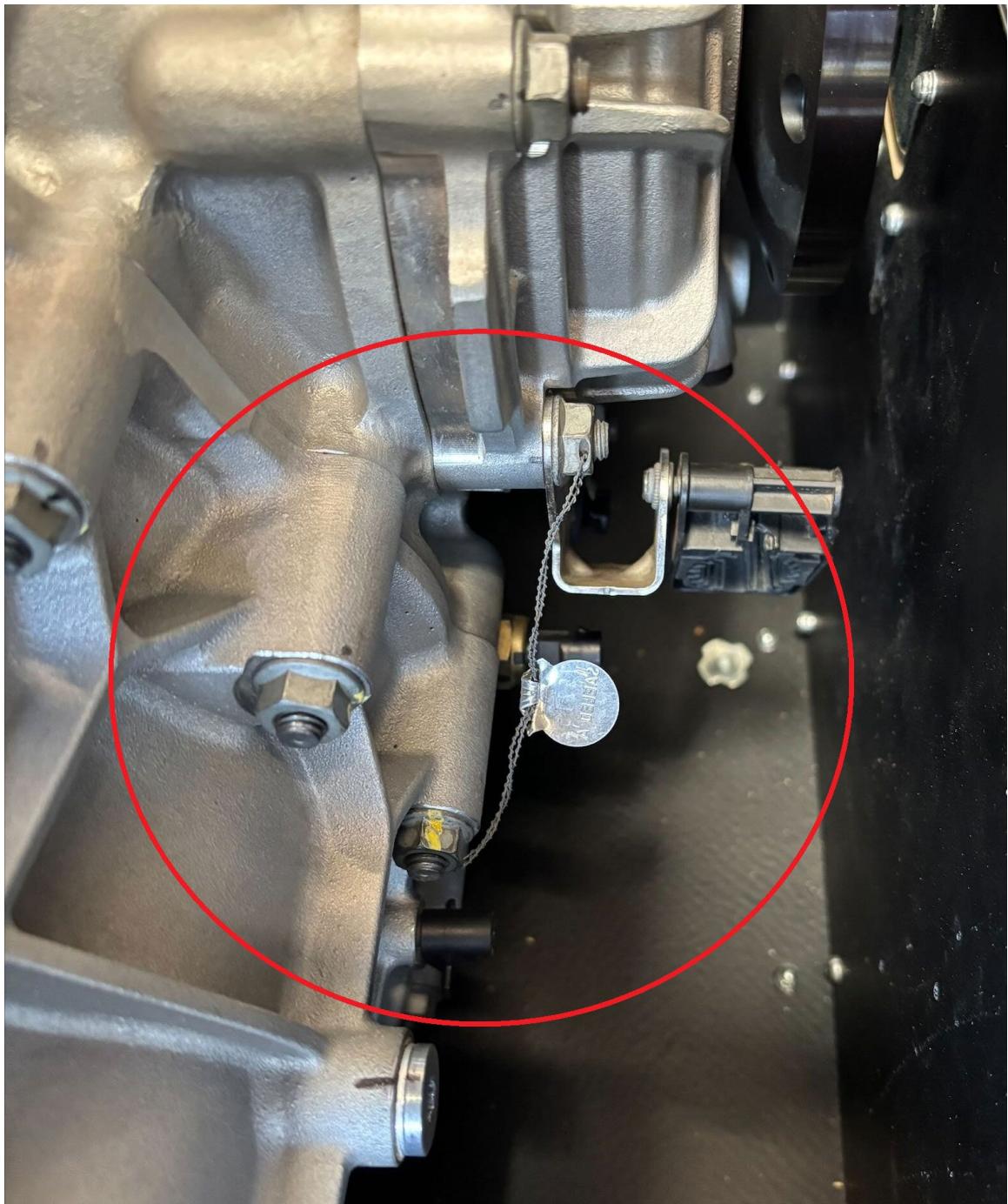
Gearbox Seal Locations:

Gearbox tail housing RFID seal location LHS



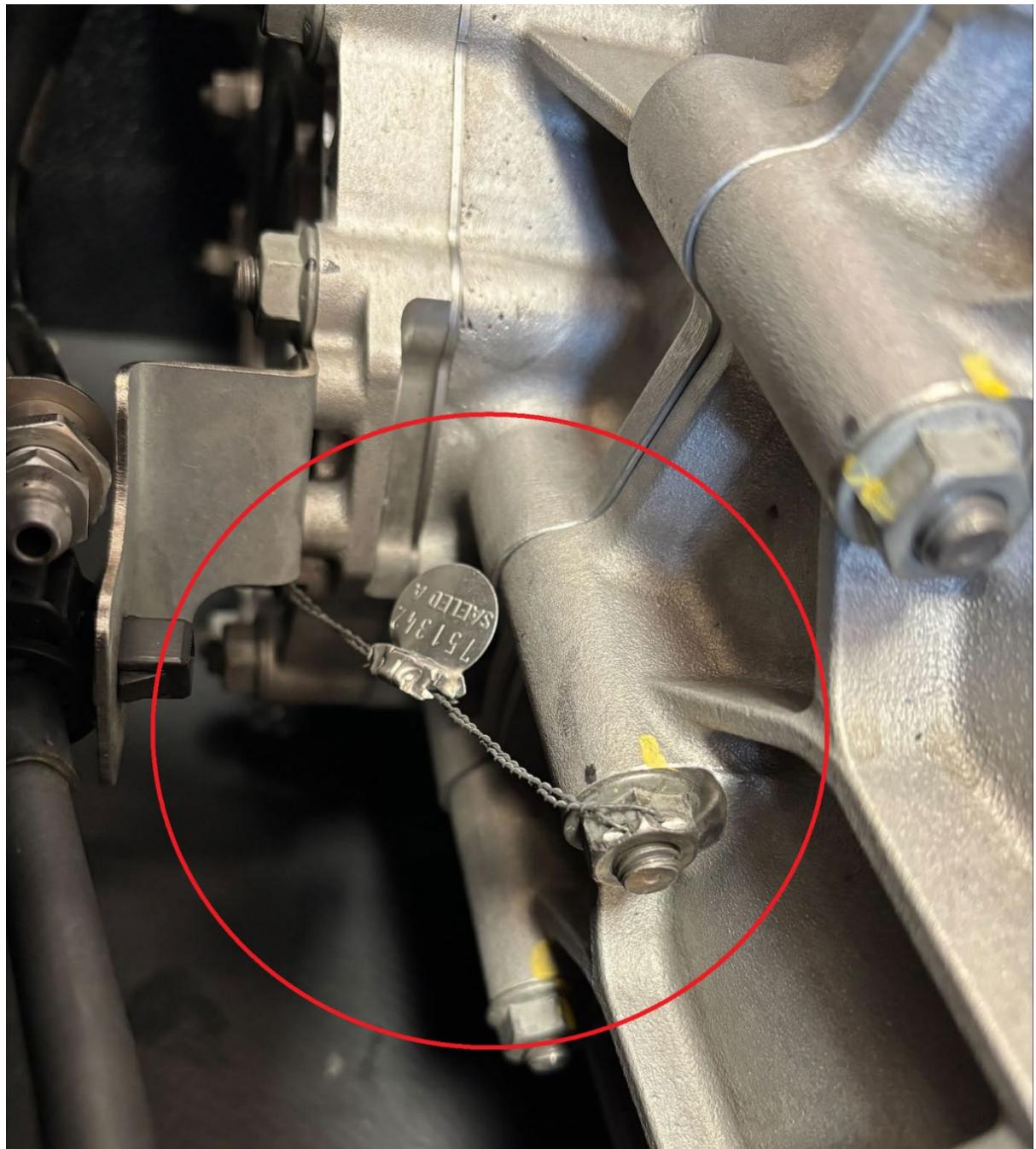
Gearbox Seal Locations:

Differential cover wire seal location LHS



Gearbox Seal Locations:

Gearbox tail housing wire seal location RHS



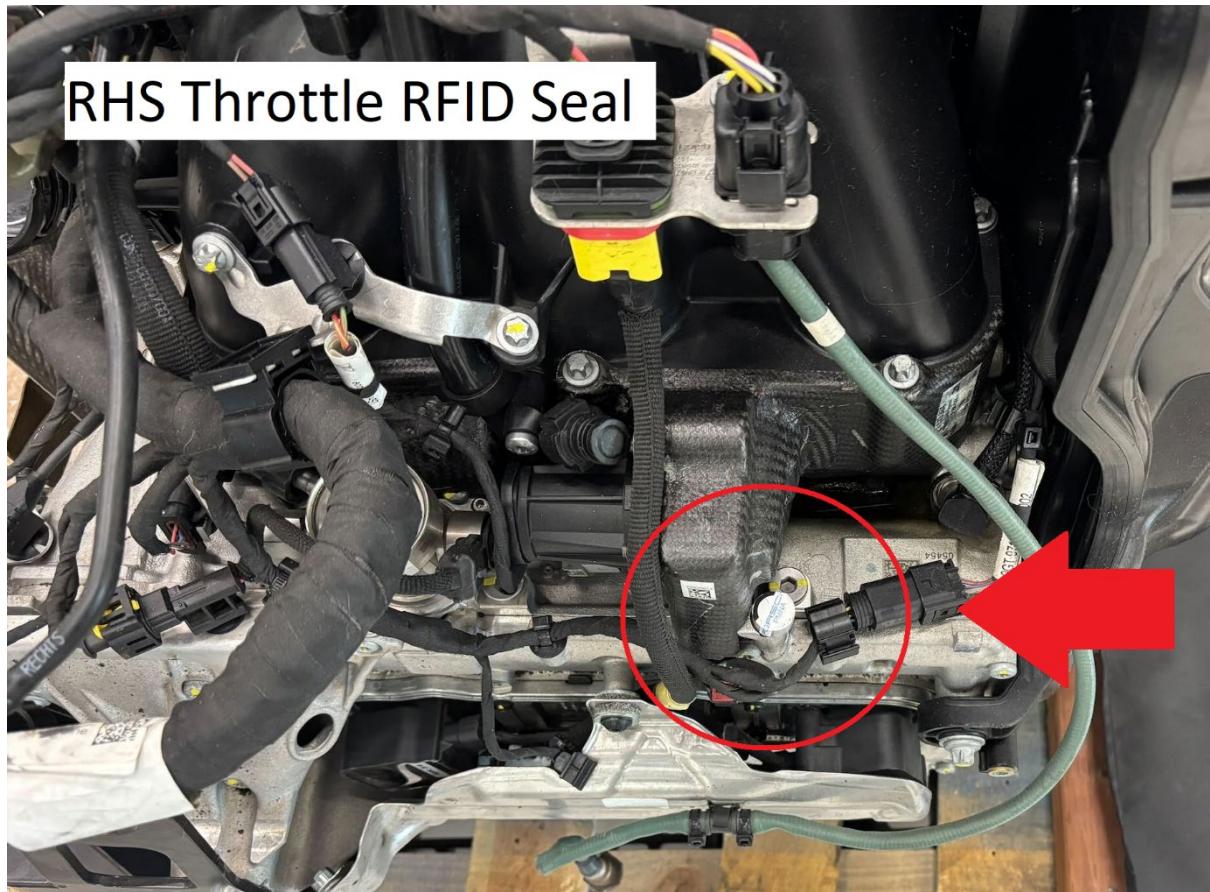
Gearbox wire seal types:

Depending on gearbox repair history the following gearbox wire seals are approved.



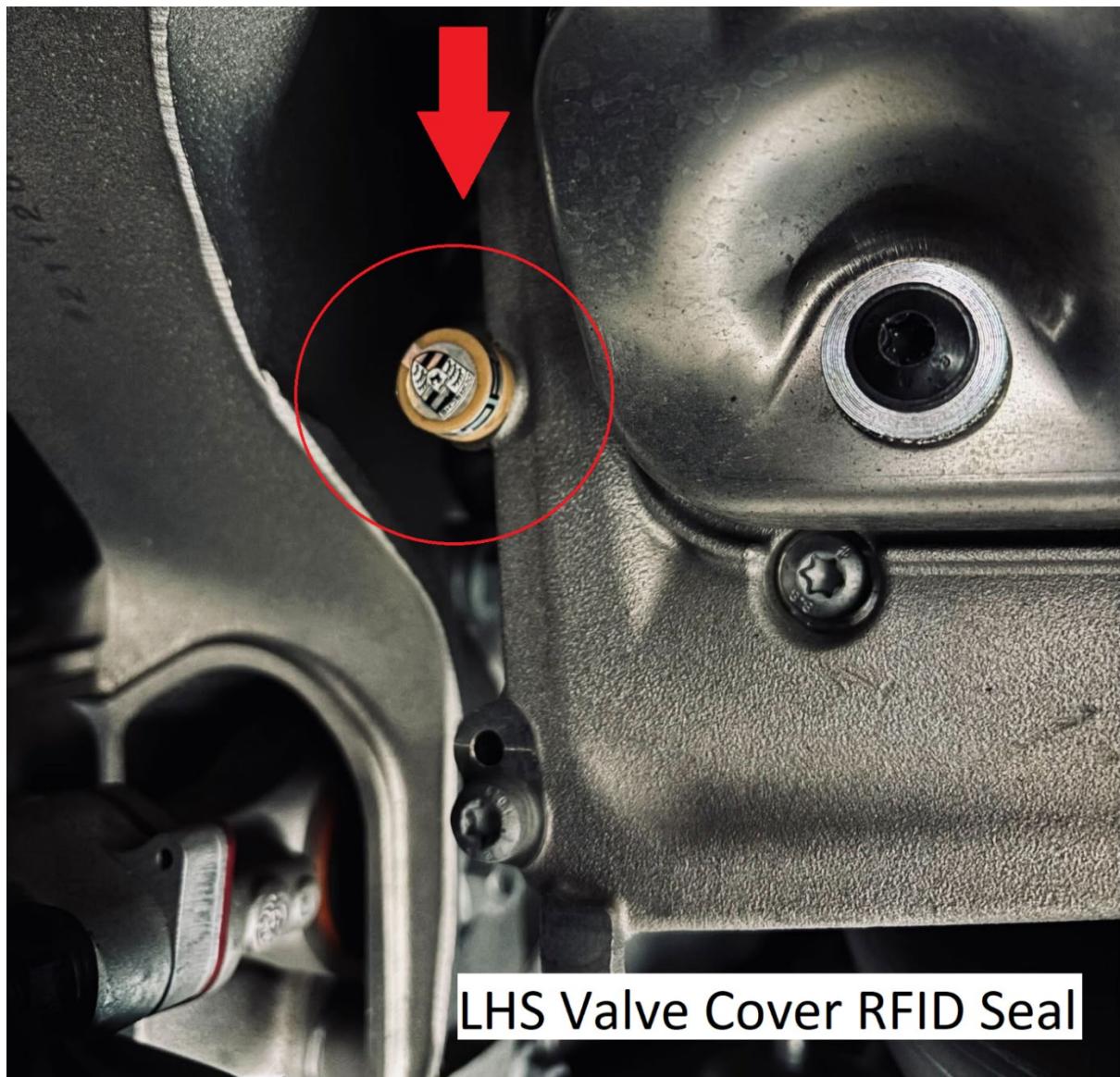
Engine Seal Locations:

Throttle assembly RFID seal location RHS



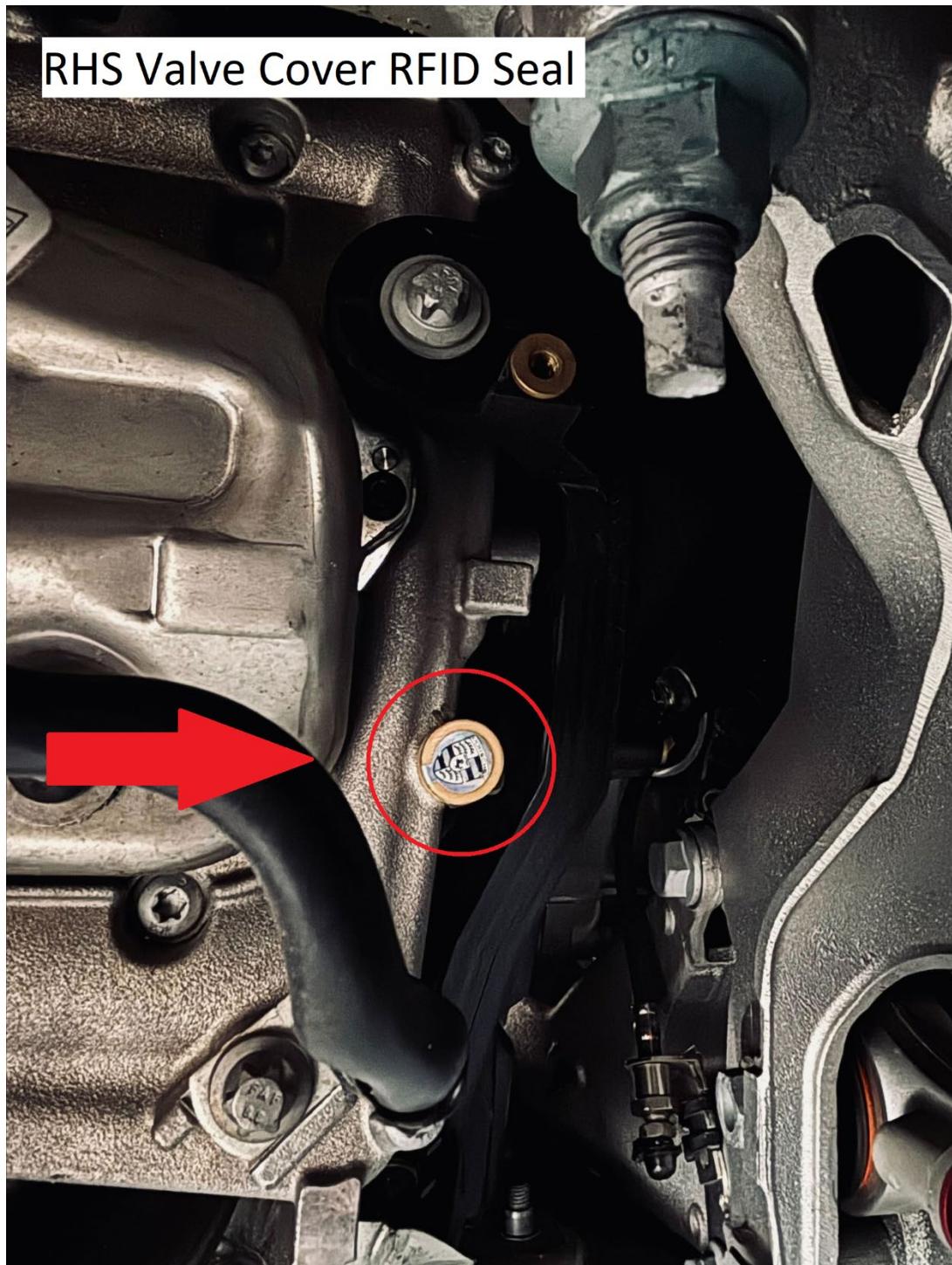
Engine Seal Locations:

Valve Cover RFID seal location LHS



Engine Seal Locations:

Valve Cover RFID seal location RHS



Engine Seal Locations:

Oil Pan RFID seal location (View from bottom)

