PORSCHE
SPRINT CHALLENGE
USA WEST
BY YOKOHAMA

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NORTH AMERICA
BY YOKOHAMA

General Regulations for Series run on Circuits / Automobile Sport

Part 2.1 – 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 (991 II)

MY 2017-2019

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

1 Table of Contents

2 991.II GT3 Cup Specific Technical Regulations

2.1 General information

Technically identical cars with the designation Porsche 911 GT3 Cup (type 991 II), built by Porsche AG in a small production run based on the Porsche 911 GT3, shall be used for the Series. Only cars of model year 2017, 2018 and 2019 (see following general car description) 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 991 II), MY 2017, 2018 and 2019

Concept: Single-seated, near-standard race car based on the Porsche 911 GT3. For further general descriptions, the entrant shall refer to the respective paragraph of these technical regulations.

Important Information
Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organization but instead can only be obtained from

Porsche Motorsport North America
19800 South Main Street
Carson CA 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 the USAC.

2.2 Engine

2.2.1 General description

Aluminum six-cylinder rear-mounted boxer engine PAG or PMNA Sealed
3,996 cm^3; stroke 81.5 mm; bore 102 mm
Max. power: 357 kW (485 hp) at 7250 – 8000 rpm Max. Rpm: 8,500 rpm
Single-mass flywheel
Water cooling with heat management for engine and gearbox. Four valves per cylinder
Variable cam phasing (Intake & Exhaust) Direct fuel injection
Required fuel quality: minimum 98 octane, unleaded Dry-sump lubrication
Electronic engine management (Bosch MS 4.6 NG)

Race exhaust system with regulated race catalytic converter
Electronic throttle pedal

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.
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 the Series Organizer prior to the change.
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.

2.2.3 Exhaust system

The exhaust system, starting from the manifold, for Sprint Challenge will be modified completely with the parts listed in the valid parts catalogue for the respective car and model year to the version "Exhaust Tailpipe Open xx" (general linguistic usage as "Supercup exhaust system").

- LH-Part# 991.111.251.9B
- RH-Part# 991.111.252.9B

2.3 Power transmission (Gearbox/Differential)

2.3.1 General description

Porsche six-speed sequential dog-type gearbox Sealed at PAG or PMNA
Gear ratios:

Ring & pinion gear	14/22	i = 1.571
Final drive	17/41	i = 2.412
1st gear	13/41	i = 3.154
2nd gear	17/40	i = 2.353
3rd gear	19/36	i = 1.895
4th gear	19/29	i = 1.526
5th gear	24/30	i = 1.250
6th gear	34/35	i = 1.029

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger Mechanical limited slip differential
Triple-disc sintered metal race clutch
Pneumatic gear shift activation (paddle shift)

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

2.3.2 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (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 image shown in **Attachment 4** and must not be changed. The fitted friction plates must comply in terms of part number, allocation, and specification (see parts catalogue).

2.3.3 Transmission emergency function

After the transmission emergency function has been switched on, the Car must immediately return to the pit lane. The Car is not permitted to leave the 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 as described in Technical Information PA10_0418.

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 antifreeze 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 with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system

Front axle:
Six-piston aluminum racing calipers in mono-bloc design with "anti-knock-back" piston springs
ventilated and grooved steel brake disc 380 mm diameter with aluminum disc bell
Racing brake pads

Rear axle:
Four-piston aluminum racing caliper in mono-bloc design with "anti-knock-back" piston springs
ventilated and grooved steel brake disc 380 mm diameter with aluminum disc bell
Racing brake pads

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

- Front axle: (Diameter: 17.8 mm, part number: 991.355.170.8E or 9F1611011D)
- Rear axle: (Diameter: 17.8 mm, part number: 991.355.170.8E or 9F1611011D)

Front axle:

- Aluminum 6-piston fixed caliper, one piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
- Part number:
    - FL: 991.351.105.8A
    - FR: 991.351.106.8A
- PFC Racing brake pads, part number: 991.351.942.8A (M4 ABS)

Rear axle:

- Aluminum 4-piston fixed caliper, one piece
- Internally vented brake discs, diameter = 380 mm, 30 mm thick,
- Part number:
    - RL: 991.352.107.8A
    - RR: 991.352.108.8A
- PFC Racing brake pads, part number: 991.352.942.8A (M4 ABS)

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are permitted to be used:
Part number:

- Front axle: 991.351.963.8A
- Rear axle: 991.352.963.8A

The complete brake lines and all connections must remain original at all times during a race event of the Series. At the Series Organizer's discretion and when being asked, every competitor must remove the permitted components.

ABS System

Entries are required to use ABS. Cars are required to use the Part# PMN.MTH.355.200 Manthey 991.2 Cup Bosch M4 ABS Kit, or the Manthey Bosch M5 Kit Part# PMN.MTH.355.400 and mandatory corresponding Pagid brake pads as sold through PMNA Race Parts.

Pagid Brake pads required for the Manthey M5 Brake system:

- Front Axle: PMNMTH609501
- Rear Axle: PMNMTH609503

Cars are required to use the most current PMNA calibration as is available on PMRSI

2.6 Wheel suspension

2.6.1 General description front axle

McPherson suspension strut, adjustable in height, wheel camber and track
Forged struts:
Double shear track rod connection Heavy-duty spherical bearings
Wheel hubs with center lock
Racing shock absorbers, non-adjustable
Forged & adjustable top mounts
Double-blade-type anti-roll bar
Electrohydraulic power steering with external control function
Tire pressure monitoring system

2.6.2 General description rear axle

Multilink rear suspension, adjustable in height, wheel camber and track
Forged struts
Double shear track rod connection
Heavy-duty spherical bearings
Wheel hubs with center lock
Racing shock absorbers, non-adjustable
Forged top mounts
Double-blade-type anti-roll bar
Tire pressure monitoring system

2.6.3 Suspension Adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the spacer washers in the front

and rear axle control arms are:

- Front axle:18.0 mm
- Rear axle: 15.0 mm

The maximum permitted camber is:

- Front -4.3°
- Rear -3.5°

A change to the maximum permissible camber in the front and rear axle can be announced by Technical Scrutineering at any time before or during any event. Competitors must follow Tire manufacturer's Operational Requirements for SSR

Furthermore, it is optional to use aluminum tape as a secondary retention device to secure the camber shims.

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (**See Attachment 10**).

The wheelbase on the left and right sides of the car must be 2,456 mm +/-15 mm. The measuring points are the centers of the wheel hubs.

Steering

The position of the steering rack on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm (part number left: 991.341.613.7B; part number right: 991.341.613.8A).

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.

Shims are permitted to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:

1 mm with the spare part number 991.343.761.8A
2 mm with the spare part number 991.343.761.8B

The overall axial clearance must not be less than 0.2 mm.

2.6.5 Shock absorbers/springs

Only the factory-installed type Sachs shock absorbers and approved chassis springs in their original condition are permitted to be used. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Part numbers:
Vibration damper

- Front: 991.343.045.8D
- Rear: 991.333.051.8A

Bump stop (Auxiliary Spring)

- Front: 991.343.677.8A
- Rear: 991.333.677.8A

Main spring

- Front (240 N/mm): 991.343.531.8C
- Rear (280 N/mm): PMN 991.333.531.8C (Blue coating; replace as delivered red springs)

Helper spring

- Front (75/60/43): 996.343.537.90
- Rear (80/60/60): 997.333.537.90

2.7 Wheels (flange + rim) and tires

2.7.1 General description

Front axle:
Single-piece light-alloy rims according to Porsche specification and design with center lock,

- 10.5J x 18 ET 28
- Treaded transportation tires; tire size: 27/65-18

Rear axle:
Single-piece light-alloy rims according to Porsche specification and design with center lock,

- 12J x 18 ET 53
- 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: Yokohama ADVAN A005 150100704
- Rear: Yokohama ADVAN A005 150100711

Rain tires

- Front: Yokohama ADVAN A006 150100712
- Rear: Yokohama ADVAN A006 150100713

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 bodywork with aluminum-steel composite construction
Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages Front bonnet with two air intake ducts for cockpit ventilation and quick release fasteners Removable roof section in compliance with the FIA safety regulations
Pre-equipped fixation point for center safety net attachment Pickup point for lifting device
Widened 911 GT3 fenders
Widened 911 GT3 front-end with spoiler lip
911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations

Lightweight exterior:
Carbon-fiber-reinforced plastic doors with sport-design rear-view mirrors
Carbon-fiber-reinforced plastic rear engine lid with quick release fasteners
Carbon-fiber-reinforced plastic adjustable rear wing (9 positions) of Porsche part number 991.512.892.8A or 991.512.992.8D or 9F0.827.837.D.
Polycarbonate door windows and rear side windows with ventilation openings which must remain unmodified.
Polycarbonate rear window
Rear underfloor with NACA ducts for brake and driveshaft cooling

Modified 911 cockpit:
Magnesium sub-frame in light weight design
Ergonomic driver-oriented center console
Switch mask with fluorescent lettering
Steering wheel with quick release coupling, control panel and shift paddles
Adjustable steering column with steering angle sensor
Race bucket seat with longitudinal adjustment:
Homologated to FIA requirements
Individual padding system
Shock absorbing roll cage safety cover for leg protection at drivers' foot well
100 liter fuel cell (FT3 safety fuel cell) and "Fuel-Cut-Off" safety valve in accordance with FIA regulations
Built-in air jack system (three jacks) with valve mountable on both sides of the car
Water-based paint Exterior: white C9A
Interior: white filler-coat, no clear-coat finish

2.8.2 Overall car dimensions and overhangs

The overall length of the car is 4,577 mm +/- 10mm.
Total width: 1,978 mm
Total height: 1,248 mm

The front overhang is 1,046 mm +/-10mm, 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 1,075 mm +/-10mm 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).

2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.
Mesh side radiator
The small cooling ducts of the side radiators need to be covered with a protection mesh as shown in the parts catalogue. Alternatively, fabricated mesh as stated in Technical Information 13/2018 is allowed.

2.8.4 Windscreen

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are permitted to be used, as well as windscreens of the Porsche 911 GT3 street car with part number 9P1.845.011 and any index thereof (e.g. 9P1.845.011.A or B). Original Porsche windscreens are identified by an imprinted symbol as shown in **Attachment 11**.

Heated windscreens with part number 991.541.111.8B are 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' and Anti-fog 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 the Technical Scrutineers

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.
Internal rear-view mirror may be supplemented with convex or wink mirror.
Mirror must be mounted using metal hardware and be able to withstand a 30g crash.
Mounting and design subject to USAC approval.
A NACA or similar duct can be secured to the rear quarter window, but the window cannot be modified more than required holes for mounting hardware. Maximum of 1 per side with 2 ducts permitted per car.
The rear window must remain fixed with the original type of fixing at all times.

2.8.6 Cockpit

Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green color on the illustration of **Attachment 6**. Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted.
Upholstery in the bottom part of the seat on top of the paddings shown in green (See illustration in **Attachment 6**) is permitted, as long as the original padding is not modified or removed.
The areas shown in yellow color on the illustration of Attachment 6 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm). 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 in black. Series Organizer/Technical Scrutineers.

The preferred supplier for padding components is the seat manufacturer (Recaro).
The original seat mounting (seat rails and bracket) must be retained and must not be modified.

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 to the windscreen must not be blocked. 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 2.2 Regulations 1.8.5.
The dimension of the NACA-intake port on the driver's side is permitted to be changed by taping.

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 1.
- 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.

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 located directly above the driver; the dimensions of the opening are 565 x 475 mm.

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, at 29 psi ±0.5 gauge 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 78.0 mm and the clearance at the rear axle a minimum of 100.0 mm. The measuring points (**see Attachment 5**) at the front axle are the mounting bolts (M12x105) 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.

2.8.9 Measuring 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 accessed under inserted between the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account 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 for adjustment.
The Gurney lip (wicker)

- Porsche Part# PMN.991.512.105.8A is required for Model Year 2017 and newer (991.2) cars.

The Gurney lip must be attached to the top of the rear edge of the rear wing without alteration.
One strip of transparent adhesive tape (max. 80.0 mm long, 25.4 mm wide) is permitted as a fixing element on the front wheel covers at a 90° angle in relation to the particular gaps that are taped over.
Furthermore, competitors are 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 the Stewards.

2.10 Electrical equipment

General description
Cosworth color display ICD with integrated fault diagnosis
Cosworth electrical system control unit IPS32
Electronic throttle system
Fire extinguishing system (extinguishing agent: gas)
Battery 12 V, 70 Ah (AGM), leak-proof, placed in the co-driver foot well Alternator 175 A
Cockpit Fan
Wiper with direct drive (intermittent and high speed function)

Lighting system:
Bi-xenon-headlight, alternatively headlights with part number 991.631.215.02 and 991.631.216.02 can be used.
LED daytime running light
LED rear lighting system and rain light in compliance with FIA Homologation Regulation, alternatively rear lights with part number 991.631.977.01 and 991.631.978.01 can be used.

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.

Two additional switches in the center console for additional power consumers CAN connection (data overlay video system)
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.

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.

The use of Toolset 7 is required, and no other version of toolset is allowed.

- Tire circumferences set to "Yokohama" or as specified by USAC or PMNA. Below are the required Yokohama tire circumferences.
    - Front Slick 2060.0 mm
    - Front Wet 2066.9 mm
    - Rear Slick 2225.6 mm
    - Rear Wet 2244.7 mm

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 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.

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 vertical or horizontal so that the driver can see the LEDs when lit.

Power Supply for the Race Link unit

- 991: ID Light connector DTM06-2S

2.10.5 In Car Camera/Data:

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

- Camera and Camera system mounting must be mounted to a metal surface using metal hardware and be mounted in a way to withstand a 30g impact.
- Mounting must be approved by USAC.
- The Porsche one-make Race Logic VBOX RLVBVDHD001P kit is the preferred system.
- USAC has the right to impound footage from competitors at the discretion of the Race Director at any time during the event.
- Teams may only connect to the "CAN Option/Sensor" connector (DTM 06-12 SA) for data video overlay function.
- 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.
- 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 personal.
- A Video system must be able to record a complete race distance.
- Use of VBOX USB Logging Cable (RLCAB073) is allowed.

2.11 Miscellaneous

2.11.1 Seal Locations

The following seals are affixed at the works:
Engine:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Oil pump bottom (1x)

Gearbox:

- Differential cover wire seal or RFID seal (1x)
- Gear housing (Connecting front and rear) (1x)

If seals and marks are applied to the car by the Technical Scrutineers 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.

If any of the seals are opened to allow welding work to be carried out, unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.
Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers 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:

- "Beacon Mode" in Toolset 7 set to "IR" and the IR receiver in the OEM location on either the LHS or RHS as dictated by the racetrack configuration.
- Tire circumferences need to be programmed into RaceCon and Toolset 7 and must use values provided by USAC or PMNA.
- The exclusive use of Toolset 7 is required as found in PMRSI.

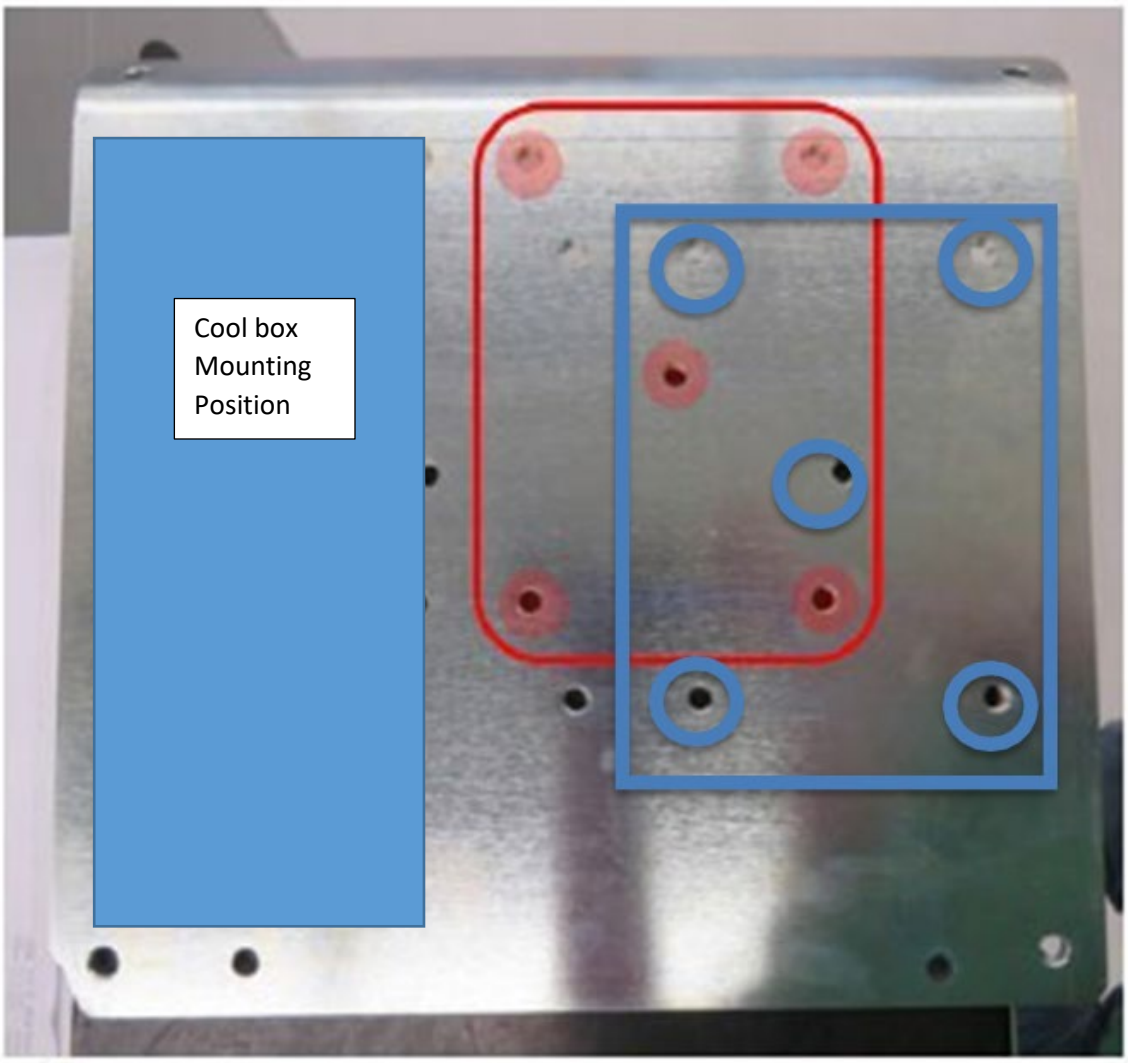
3 Attachments/Drawings

3.1 Attachment 3- Ballast Weights

Ballast Position and Optional Coolbox

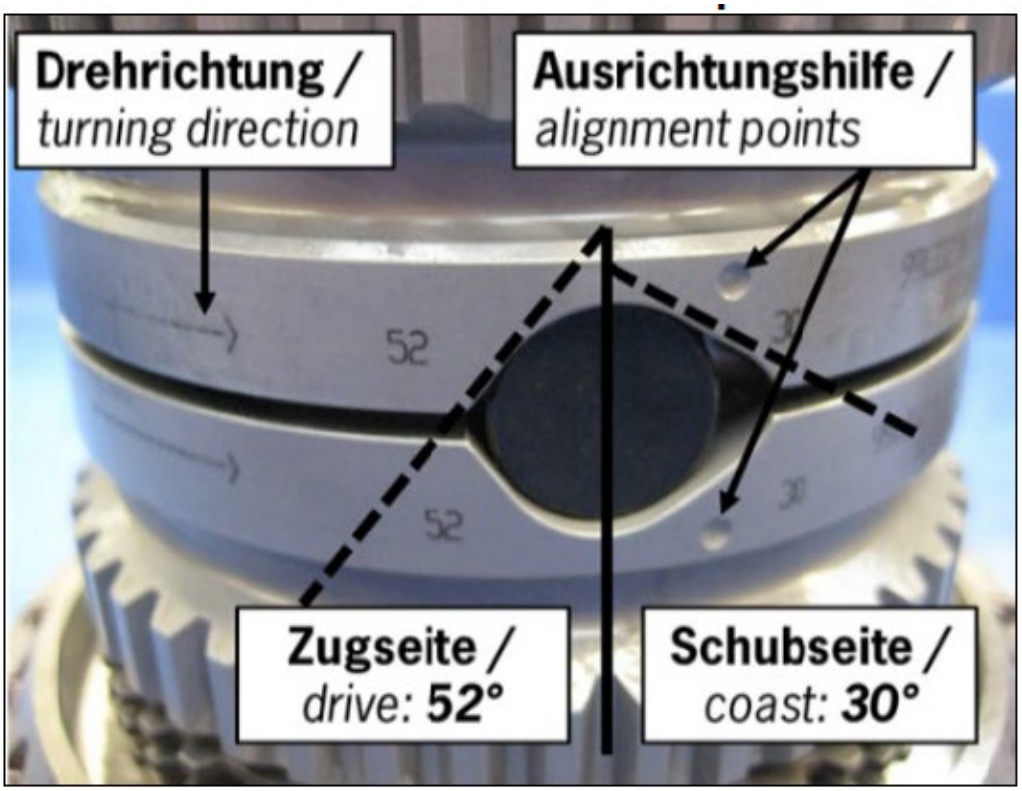
Blue location can be used in conjunction with Coolbox.

Red location can be used without Coolbox.



3.2 Attachment 4 - Differential

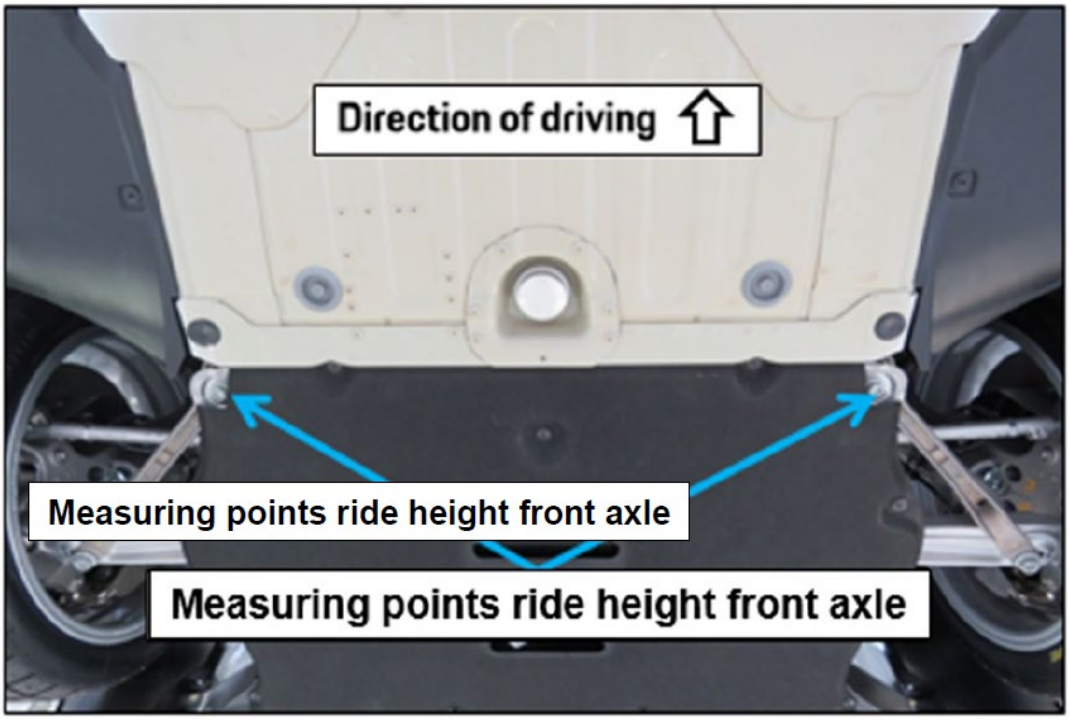
Differential lock ramp breakover angle

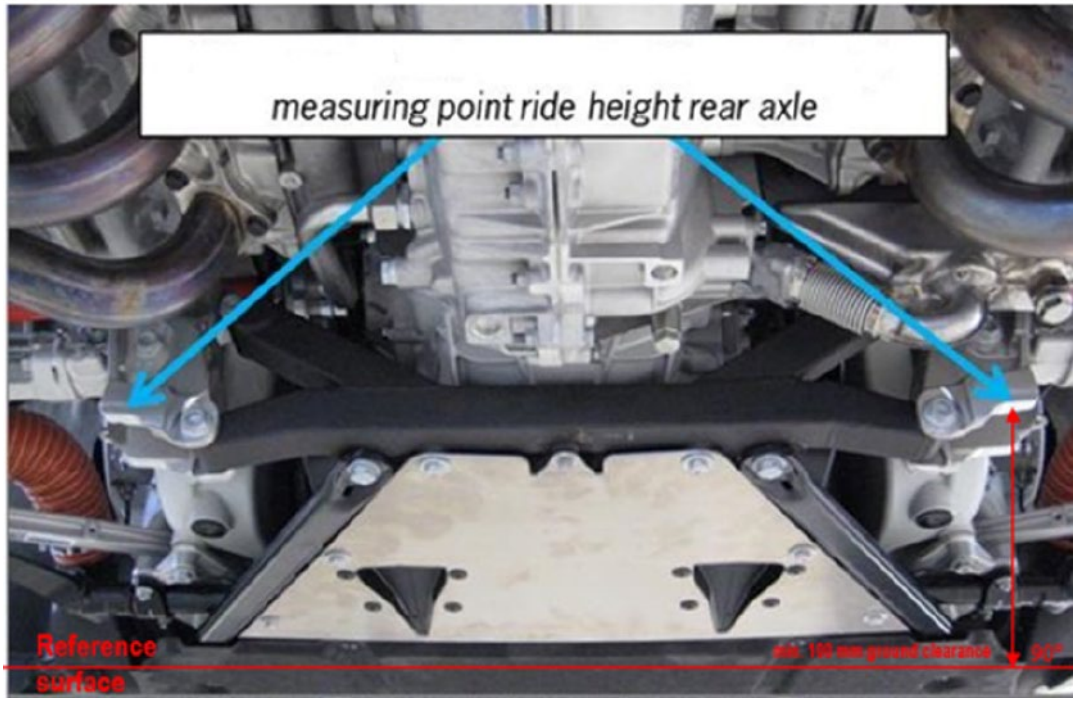


Differential Design

Belleville Spring Disk Ring
Pressure Plate Clutch Disk Pressure Plate Clutch Disk Pressure Plate Clutch Disk
Thrust Peace Thrust Peace
Clutch Disk Pressure Plate Clutch Disk Pressure Plate Clutch Disk Pressure Plate
Disk Ring Belleville Spring

3.3 Attachment 5 - Ride height measurement locations



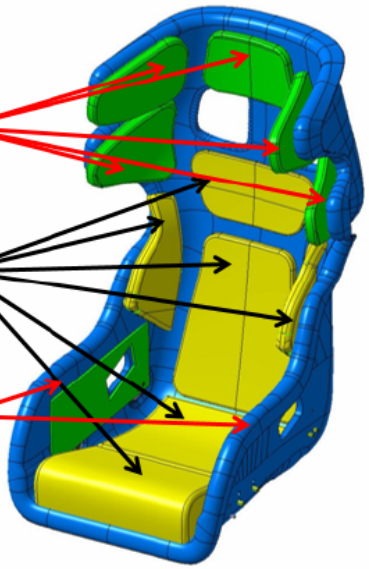


3.4 Attachment 6 - Seat Padding

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

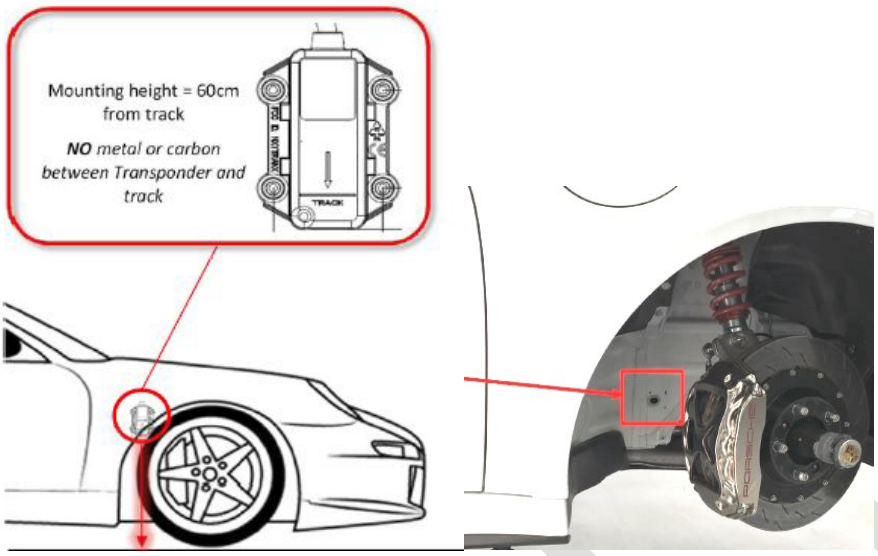
Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



3.5 Attachment 7 – Transponder and RaceLink

Transponder mounting location



Race Link recommended mounting location

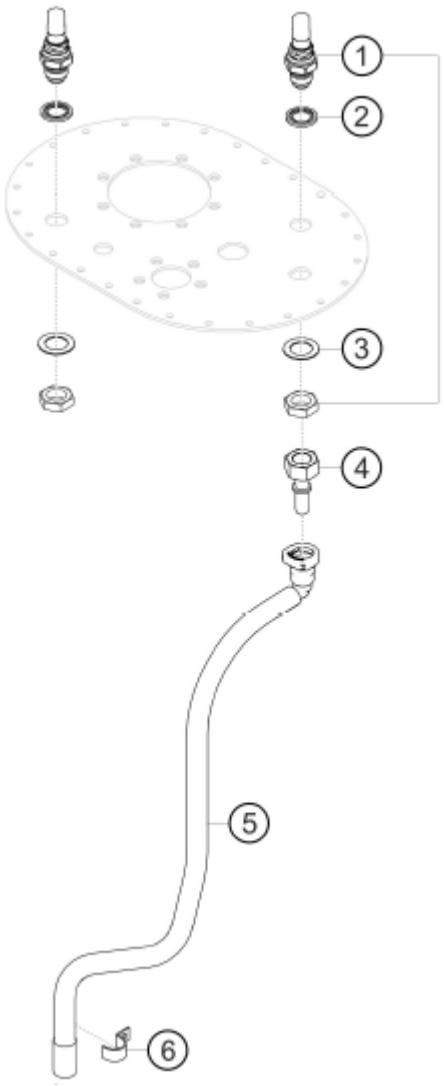
3.6 Attachment 9 – Closed loop fueling

De-Fueling Kit Parts

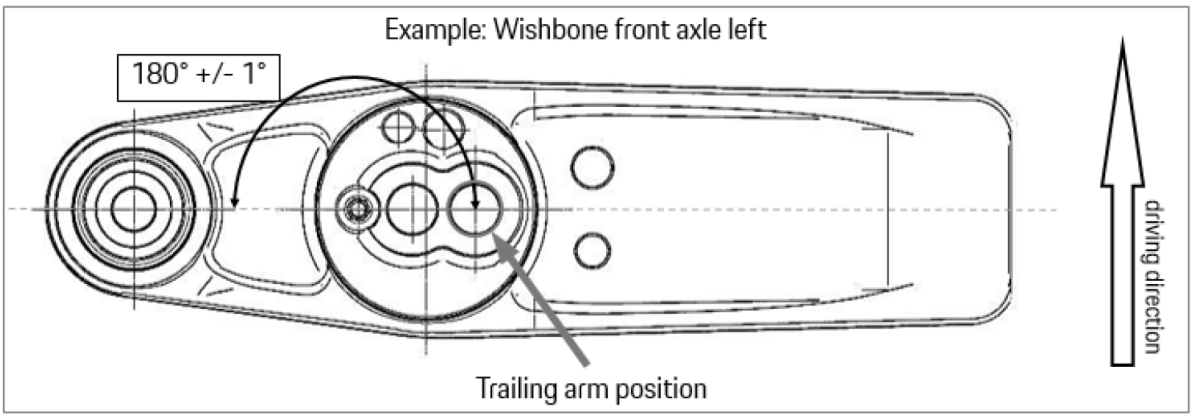
The installation of the "Defueling kit" dry break fuel couplers to allow closed loop fueling operation is shown below. Please see the PA10 0353 991.2 GT3 Cup Parts Catalogue for more information, below is an expert from the catalogue showing required parts.

Closed Loop Fueling Components

#	Description	Part Number	Updated #	Qty Required
1	QUICK RELEASE COUPLING	9971101918C	9F1201568	2
2	SEALING WASHER	9912018839A	WHS001808	2
3	WASHER 20X30.8X1.2	WHT004800		2
4	ADAPTER PIECE	9F0201156		1
5	HOSE	9F0201627		1
6	CLAMP 1X18	90017101401		1



3.7 Attachment 10 - Control Arms



3.8 Attachment 11 – Windscreen

Identification of original Porsche windscreens

All original Porsche windscreens which can be identified by the Porsche logo (visible in the red square in the picture below) independently of their part number.