



IWSC TECHNICAL BULLETIN #23-29

To: All IMSA WeatherTech SportsCar Championship Participants
From: IMSA Competition
Date: March 8, 2023
Re: IMSA DBC Updates – GTP, GTD, GTD-PRO

Bosch and IMSA have published updated DBCs that can be downloaded [here](#). This change is effective immediately and IMSA expects full implementation for the Sebring 12 Hour Event.

DBC Change Log v1.0

IMSA_GT_v19.dbc

- TireXX: Updated to Rear Right/Rear Left/Front Right/Front Left Absolute tire pressure (No offsets applied), Range changed to 0-4095 mbarA.

IMSA_CAN1Public_TeamECU_rev10.dbc

- Team_ptireXX: Comment updated to Rear Right/Rear Left/Front Right/Front Left Absolute tire pressure (No offsets applied), unit updated to BarA
- FromTeamECU_280_5ms: Comment updated to N/A for IMSA – WEC Alignment
- FromTeamECU_273_200ms: Comment updated to LMH Only
- FromTeamECU_272_10ms: Comment updated to GTP Only
- FromTeamECU_271_100ms: Comment updated to GTP Only
- FromTeamECU_270_20ms: Comment updated to LMH Only
- FromTeamECU_269_500ms: Comment updated to GTP Only
- FromTeamECU_268_20ms: Comment updated to GTP Only
- FromTeamECU_267_20ms: Comment updated to GTP Only
- FromTeamECU_266_10ms: Comment updated to GTP Only
- FromTeamECU_265_100ms: Comment updated to GTP Only
- FromTeamECU_264_500ms: Comment updated to GTP Only
- FromTeamECU_263_500ms: Comment updated to GTP Only
- FromTeamECU_262_500ms: Comment updated to GTP Only
- FromIMSALogger_27C_20ms: Comment updated to GTP Only
- FromIMSALogger_26A_20ms: Comment updated to GTP Only
- IMSA_DeployIllegal: Comment updated to LMH only
- IMSA_PERS_Limit: Comment updated to LMH only
- Team_TESTONLYPPUEnergyStint: Comment updated to N/A for IMSA – WEC Alignment
- Team_TESTONLYPPULimitOffset: Comment updated to say N/A for IMSA – WEC Alignment
- IMSA_VARBRear: Factor changed to 0.02, Range changed to 0 – 5.1 volts
- IMSA_VARBFront: Factor changed to 0.02, Range changed to 0 – 5.1 volts
- IMSA_pAirjack: Factor changed to 0.01, Range changed to 0 – 655.35 bar
- X2bak channels: Removed all comments

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IMSA_CAN2Public_TeamECU_rev10.dbc

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- FromIMSALogger_260_10000ms: Comment updated to GTP Only
- FromIMSALogger_253_200ms: Comment updated to GTP Only
- FromTeamECU_249_20ms: Comment updated to GTP Only
- FromTeamECU_247_20ms: Comment updated to GTP LMH Only
- FromTeamECU_246_20ms: Comment removed
- FromTeamECU_245_10ms: GenMsgCycleTime updated to 10ms
- FromTeamECU_24E_20ms: Comment updated to GTP Only
- FromTeamECU_24D_20ms: Comment updated to GTP Only
- FromTeamECU_24B_20ms: Comment updated to GTP Only
- X2bak_channels: Comments removed
- IMSA_NCorrFactorLive: Channel added
- IMSA_NDashLumSensor: Comment updated to N/A for IMSA - WEC Alignment
- IMSA_GPS_NStatus: Comment updated to N/A for IMSA - WEC Alignment
- IMSA_pAirbox1/2: Comment updated to required if sensor is installed: scrutineering airbox 1/2 left/right pressure sensor
- Team_Boost_Press_1/2: Comment updated to Engine boost/manifold pressure / Left bank
- Team_Fuel_Used_Stint: Comment updated to Live channel incrementing fuel consumption of current stint. Reset on pit out
- Team_Fuel_Used_per_Lap: Comment updated to Constant value displaying the fuel used of previous lap
- Team_Inst_fuelFlow: Comment updated to Engine ECU calculated fuel flow [Kg/Hour]
- Team_TIntake1/2: Comment updated to Left/Right intake temperature
- Team_TManifold1/2: Comment updated to Left/Right manifold temperature
- Team_nWheelXX: Comment updated to Rear Right/Rear Left/Front Right/Front Left wheel speed
- Team_NCodeTest: Added for WEC alignment, N/A to IMSA