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IWSC TECHNICAL BULLETIN #23-50

To: All IMSA WeatherTech SportsCar Championship Participants
From: IMSA Competition
Date: June 9, 2023
Re: IMSA DBC Updates – GTP

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

DBC Change Log

- 0x232
 - Updated channel names from Team_FAeroXX to Team_WheelLoadXX
 - Updated comment to align with regulation
- 0x233
 - Updated channel names from Team_xDamperXX to Team_xWheelTravelridXX
 - Updated channel ranges from [-327.67/+327.67] to [-100/555.35]
 - Updated comment to align with regulation
- 0x234
 - Updated DLC from 7 to 8
 - Addition of 4th 16 bit message from bit 56 – Team_xRideHeightRR
 - Updated channel names from
 - Team_xRideHeight1 to Team_xRideHeightFL
 - Team_xRideHeight2 to Team_xRideHeightFR
 - Team_xRideHeight3 to Team_xRideHeightRL
 - Updated comment to align with regulation
- 0x245
 - Team_GB_Flag message comments updated to include:
 - bit 0 : Driver upshift switch (should go high as soon as the driver initiates an upshift and it should remain high while the various phases of the shift are carried out, it should only go low when the shift is complete the car is in next gear and all power is reinstated, all ramp in completed)
 - bit 1 : Driver downshift switch (The same process as upshift)
 - bit 2 : Shift Denied (should go high if a shift request is denied, reset to low whenever the control determines that a shift is subsequently allowed)
 - bit 3 : Shifting strategy active (should go high when the shifting strategy is engaging the next gear and the drum is rotating to move to the next gear, basically gearpot voltage movement, which is another channel. It should go low when the gear voltage recognizes the next gear is engaged and the drum is not rotating any more)
 - bit 4 : Anti-stall active (as necessary if you have an anti stall system)



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TECHNICAL BULLETIN

- 0x250
 - Updated comment to include 50Hz violation on Bit 4 of this message
 - Updated comment to replace tRefuel limit with Shift Cut Violation on Bit 6 of this message
 - GTP Only
 - Bit 0 = Power PU Illegal limit
 - Bit 1 = ERS Deploy Spd under limit
 - Bit 2 = pBoost/Delta Torque limit (HYP)
 - Bit 3 = Cockpit temp limit
 - Bit 4 = Hybrid pwr limit (LMH)/50 Hz Violation (LMDh)
 - Bit 5 = Fuel/Energy Stint limit
 - Bit 6 = Shift Cut Violation
 - Bit 7 = Regen Energy limit