



## IWSC TECHNICAL MEMO #24-04

To: All IMSA WeatherTech SportsCar Championship GTD-PRO and GTD Participants  
From: IMSA Competition  
Date: November 1, 2023  
Re: 2024 GTD-PRO and GTD Electronics Update Continued

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This memo serves as notification that IMSA has finalized the required GTD / GTD-PRO Series Electronics required in the IMSA WeatherTech SportsCar Championship (IWSC).

### Scrutineering Telemetry:

As stated in [Technical Memo IWSC #24-01: 09/11/23 2024 GTD-PRO & GTD Electronics Update](#), enhanced scrutineering telemetry was under review as a requirement for both the GTD and GTD-PRO Classes for 2024.

In the GTD Category, IMSA has used the same transponder based scrutineering telemetry solution since January 2016. While this technology remains robust, it has proven to be limiting and presents constraints as IMSA seeks to evolve the Balance of Performance processes and management.

IMSA is sensitive to the costs of our stakeholders and seeks the best value proposition when considering regulation changes. Based on IMSA's learnings in 2023 with GTP, IMSA will introduce real-time scrutineering telemetry to the GTD Category in 2024. Adding live telemetry promotes:

- Improved monitoring of regulated parameters and scrutineering system functionality
- Provides live data integration for new competition management tools such as SBG
- Enables live calculations of Key Performance Indicators (KPIs) using the same tools IMSA has built for GTP

IMSA has partnered with Bosch Motorsport to introduce the LTE65 into the GTD Scrutineering Electronics system. The LTE65 Telemetry radio provides real-time vehicle data for enhanced scrutineering and performance analysis purposes. The LTE65 radio can be shared with IMSA through a firewalled stream where IMSA and Team data can only be seen by the respective parties. Teams which already utilize the Bosch LTE65 radio can repurpose their hardware with a firmware update to enable the firewalled data stream.

The scrutineering harness is already designed with the ethernet connection for the scrutineering logger and Teams can use the RS232 connection in the Team interface of the harness to implement their data connection. The stream can be from any data logger type and is not decoded by the scrutineering system - allowing for free control of the telemetry stream by competitors.

The LTE65 will require a roof-mounted antenna which is permitted within the VMPS antenna keep-out zone as well as an under-glass antenna which requires a direct view of the sky.

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## Loom Certification:

Scrutineering wiring loom certification permits deviation from recommended connectors if adapters are supplied for connection between the Bosch recommended connector and the OEM defined connector.

Bosch approved scrutineering harness fabricators require a maximum of four sections to be submitted for certification. Looms can have more than four sections but must be assembled into four subassemblies with interfaces between each subassembly clearly labeled.

## CAN Layout:

In alignment with the FIA WEC, IMSA will accept a single CAN bus layout in hardware limited configurations, as homologated by Manufacturer. IMSA Scrutineering devices and messages take priority over Team/Manufacturer devices or messages and any conflicts will be resolved by removal of Team/Manufacturer devices or messages from the CAN bus. For single CAN bus configurations, the posted specification of the [IMSA GTP, GTD, GTD PRO CAN BUS 2 DBC](#) will be used for scrutineering system communication.

These collective changes are effective for the IMSA Sanctioned Test at Daytona in December of 2023. Details are available in the [Bosch Series Scrutineering Manual](#).