



IWSC TECHNICAL BULLETIN #25-06

To: All IMSA WeatherTech SportsCar Championship Participants
From: IMSA Competition
Date: November 1, 2024
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 November Daytona Sanctioned Test Event.

DBC Change Log

IMSA_CAN1Public_TeamECU_GTP_rev12

- Unused messages and signals removed, no functional changes

IMSA_CAN2Public_TeamECU_GTP_rev16

- Unused messages and signals removed, no functional changes

IMSA_CAN2Public_TeamECU_GTD_rev3

All GTD and GTD PRO cars will use a single bus for communication between Team ECU the Bosch MS6-SCR scrutineering ECU. A torque sensor can still be placed on CAN1 or both torque sensors can be on CAN2 depending on car configuration.

This dbc is now closely aligned with the FIA WEC LMGT3 dbc as both series are using torque axle regulations

- 0x258 now contains wheelspeed signals (overboost counters no longer needed)
- 0x257 now contains PPU signals
- 0x25B now contains driveshaft speed signals
- 0x256 new message for PPU signals and filtered driveshaft torque
- 0x24E Team_PPUrear replaces Team_Engine_Torque
- 0x247 PPU test mode signals and Team_TTyre signals instead of hybrid system info

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