



IMSA GTD Scrutineering System

Manual

V1.7.6

10/19/2026

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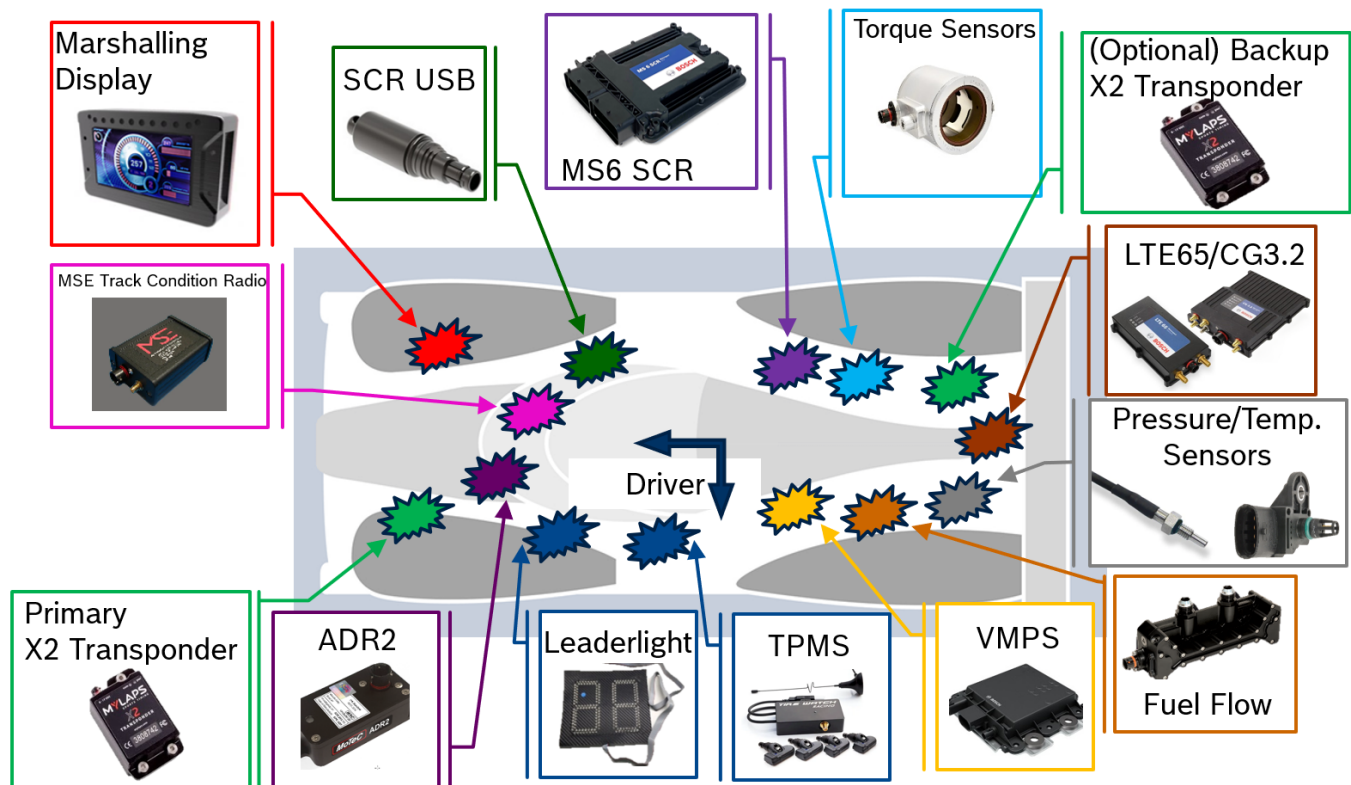
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1 Scope

This document contains application notes on the installation and operation of the IMSA Scrutineering System.



2 Contact

For technical information please contact: SUPPORT.IMSA@US.BOSCH.COM

2.1 Sales

Contact Bosch Motorsport for purchasing information via the contacts above. For non-Bosch third-party parts order information, refer to IMSA documentation.

2.1.1 Track Sales

Customers requiring spare parts purchased and delivered at the racetrack are subject to a 10% service fee.

3 Components

3.1 Electronic Hardware

Component List:

Part Number	Name	Description
F02U.V03.353-01	Data Logger	Bosch MS6-SCR with USB
F02U.V0U.267-03	1 Bar Pressure	Air Pressure Sensor
F02U.V0U.204-01	1 Bar Pressure	Air Pressure Sensor (Automotive connector)
F02U.V0U.205-01	3.5 Bar Pressure	Boost Pressure Sensor
F02U.V02.356-01	Temperature Sensor	Air Temperature Sensor
F02U.V0U.445-01	VMPS	IMU with GPS Sensor
F02U.00U.091-01	VMPS Antenna	VMPS Antenna Kit
F02U.V02.910-02	LTE65	Telemetry Modem
F02U.00U.072-02	5G / LTE65 Internal Antenna	LTE65 Internal Under-glass Antenna
F02U.00U.087-01	LTE65 External Antenna	LTE65 External Dipole Antenna
F02U.V03.684-03	CG 3.2***	Telemetry Gateway
F02U.00U.094-01	5G / LTE Antenna***	External CG 3.2 Antenna
F02U.00U.095-01	5G / LTE Antenna***	Internal CG 3.2 Antenna
F02U.V01.342-01	USB Stick	Scrutineering Data USB
0258.988.001	LSU 4.9	Lambda Sensor
	Leaderlight Panel*	Position Display
	X2 Transponder*	Timing Transponder
	Engine Speed**	RPM Sensor
	Fuel Flow*	Fuel Flow Sensor
	MSE System*	Track Condition Radio
	Primary Torque Sensors**	Drive Shaft Torque Sensors
	XAP NTX*	Marshalling Display
	ADR*	Accident Data Recorder
	TPMS**	Tire Pressure Monitoring Sensor Kit

* Denotes component available from other IMSA suppliers. Please refer to IMSA documentation for ordering information

** Denotes homologated component supplied by GTD Manufacturer

*** Denotes optional component if vehicle previously homologated with and utilizing LTE65 telemetry modem

3.1.1 Logger - MS6 SCR

Functional Description: Logger for GTD Class Scrutineering System

Homologation Mounting Note:

- Device should be mounted in an easily accessible area that allows access to all main connectors. This device must be mounted away from heat sources. Note maximum temperature range below.
- This device should be mounted to sustain vibrations within the Vibration Profile 1 defined in the appendix.

Part Number: F02U.V03.353-01

Temperature Range: -20 to 80 °C

Recommended Inspection: 2 years or 220 hours

3.1.2 Display - XAP NTX

Functional Description: Marshalling Display for IMSA GTD Class Scrutineering System

NOTE: Implementation of this device is required on all GTD cars.

Homologation Mounting Note:

- This device should be mounted so that the display can be easily seen by the driver while on course, and away from any heat sources.

Brightness Control: Brightness **must** be commanded via CAN by a dimming value of 0-255 (0 is full bright and 255 is off) for both LED and Screen brightness. The SCR then interpolates the 0-255 value to a 0-7 value sent to the NTX Display on CAN Foxtrot. Message details found in the DBC.

3.1.3 GTD Telemetry Options

For the 2027 season, GTD entrants have the option between two devices for series telemetry data:

- Bosch Motorsport CG3.2 Connectivity Gateway
- Bosch Motorsport LTE65 Telemetry Modem

In the case that a vehicle was previously homologated to use an LTE65 telemetry modem (e.g. all competitors in 2026), each team and manufacturer has the option to continue with the LTE65 modem or utilize the CG3.2 connectivity gateway.

For new vehicle homologations, the connection for the CG 3.2 is in the wiring schematic.

For existing vehicle homologations, an adapter is available for connecting the CG 3.2 in place of the LTE65.

3.1.4 Telemetry Option 1 – CG3.2

Functional Description: Telemetry Radio for IMSA GTD Class Scrutineering System



Homologation Mounting Note:

- Device should be mounted in a dry area away from direct heat sources, and with the status LEDs plainly visible.
- Use of the specified antennas are required.
 - External antennas must be mounted as homologated.
- SMA cables are available for purchase in two lengths. Competitors can supply their own cables that have an impedance of 50Ω and meet or exceed the standards of RG316. The cable must be SMA male on both ends.
- This device should be mounted to sustain vibrations within the Vibration Profile 1 defined in the appendix.

Part Number: F02U.V03.684-03

CG 3.2 Required Parts:

CG 3.2 Telemetry Gateway

Required Quantity: 1

Part Number: F02U.V03.684-03

External Antenna

Required Quantity: 1

Part Number: F02U.00U.094-01

SMA Bulkhead

Required Quantity: 1

Part Number: F02U.00U.088-01

SMA Cable (if not provided by competitor)

Required Quantity: 1

Part Number: F02U.00U.089-01 (66" length) or F02U.00U.089-02 (120" length)

Internal Combination Antenna

Required Quantity: 1

Part Number: F02U.00U.095-01

Internal Diversity Antenna

Required Quantity: 1

Part Number: F02U.00U.072-02

Teams may purchase the "IMSA GTD 1 Modem Kit, CG 3.2 (IMSA + Team Data)" or "IMSA GTD 1 Modem Kit, CG 3.2 (IMSA Data Only)".

Teams can select the appropriate kit based on desired usage of the Team Private Telemetry Stream offering.

Kits include:

- All parts listed in the CG 3.2 Required Parts section
- Annual data plan for CG 3.2 according to telemetry stream selection
- If IMSA + Team Data: Kit includes 1 DirectLink token for team use

Temperature Range: -30 to 65 °C

Team Private Telemetry Stream:

- Each individual team will be allowed a stream that is sent to the telemetry radio via RS232 at 115.2K Baud OR Ethernet. The stream can be from any data logger type and is not decoded by the scrutineering system.
 - VLAN is utilized for the Ethernet connections on the CG 3.2. Data from the connections is isolated. The ethernet input for team private streams supports Bosch and 3rd party loggers with a UDP data format.
- To enable usage and troubleshooting of the team private telemetry stream, teams are able to reset the telemetry radio via CAN communication to the scrutineering system. For more information, refer to the latest DBC file available at <https://www.imsa.com/competitors/>.
- Teams must not reset the telemetry radio during any IMSA sanctioned on-track session, including, but not limited to practices, qualifying sessions, and races, without express permission from IMSA Engineering. Teams are strongly encouraged to request this express permission by contacting IMSA Engineering via the RCNS messaging system channels "IMSA Engineering 1" and/or "IMSA Engineering 2".

CG Expansion Connector

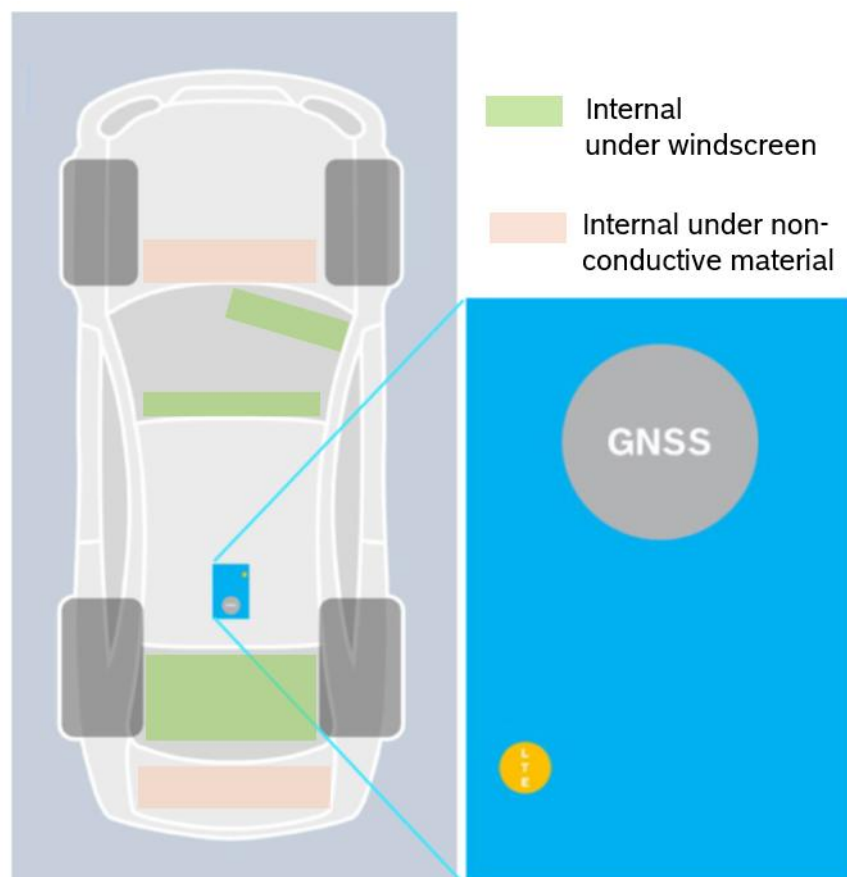
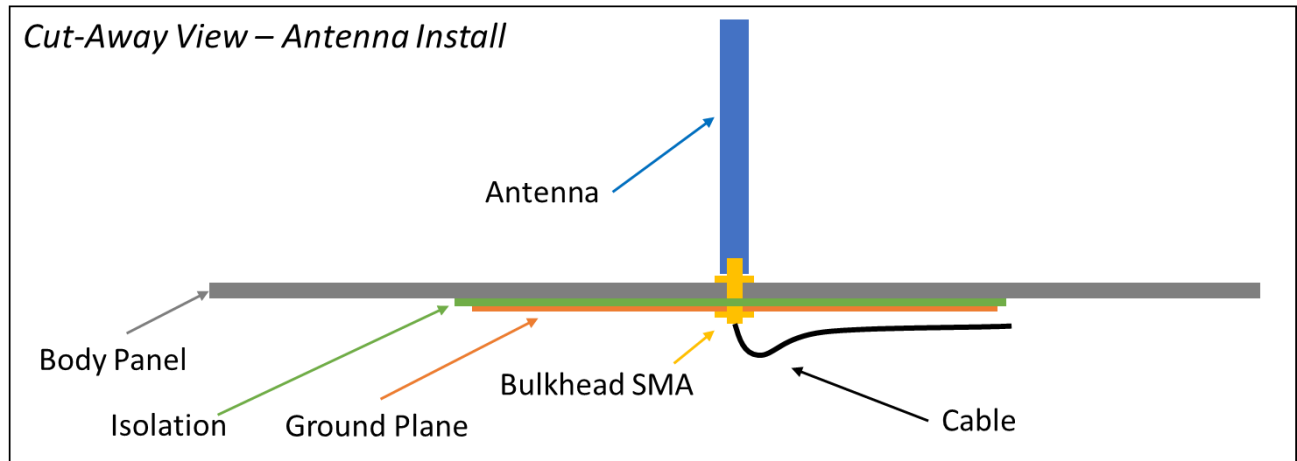
- Use of the Ethernet and CAN connections in the CG Expansion connector is restricted and subject to approval.

Harness Connection to CG 3.2

- If using a harness built to LTE65 specifications, entrants have the following options
 - Supplied Harness Option 1 w/ Autosport connectors (see order form), harness is to be used as supplied.
 - Supplied Harness Option 2 w/ DTM Connectors (see order form), harness is to be used as supplied.
 - Self-supply of adapter harness, be built to specification supplied within manual. This harness is included for harness certification.
 - The PCB specified in the drawing must be used and is supplied by Bosch. Contact Bosch to receive supply of the PCB.

External Antennas Installation

- Ground plane is required.
 - Can be made with copper tape – is included in the kit if needed.
 - Use heli-tape or similar to isolate the ground plane from the body panel.
 - Size: 4" x 5" (3" x 4" is minimum size)
 - Ground planes must not be shared between devices.

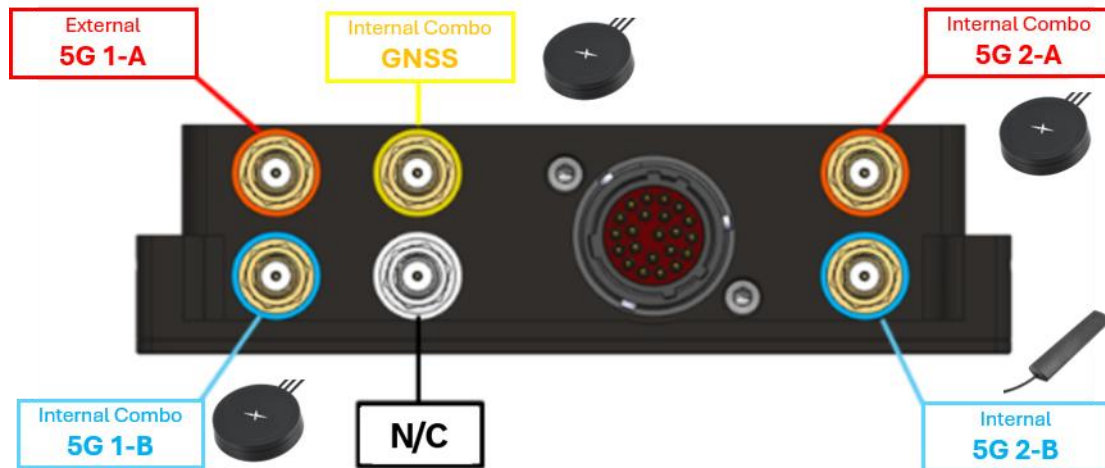


Internal Antennas Installation

- Antenna is to be installed under non-conductive material (kevlar, fiberglass, non-heated portion of the windscreen) with a view to the sky.

Antenna Connections

- Connect antennas as shown below.
- Internal antenna has 3 connections that are color coded (red 5G-A, blue 5G-B, yellow CG-GNSS).
- The silver SMA connection is to be left unconnected and covered with the supplied cover.



Status Indicators

The CG 3.2 has 5 LED multicolour status lights providing information on its general status (ON/OFF), its wireless connections and their quality, the telemetry data received from the communication lines (RS232, Ethernet). See below for descriptions of each light and its possible states:

POWER LED

Condition	Colour	Blinking
Device powered	Green	No

DATA LED

Condition	Colour	Blinking
Ethernet data INTO device	Green	Yes
RS232 data INTO device	Violet	Yes
Ethernet data OUT of device	Blue	Yes
RS232 data OUT of device	Red	Yes
Telemetry data are generated by CG 3.2 itself & transmitted on-air	White	Yes

WAN LED A/B -Modem A/B

Condition	Colour	Blinking
SIM / Cell network error	Red	No
Connecting to cell network	Red	Yes
4G / 3G - Connected to cell network, signal good and data tx/rx	Green	Yes
4G / 3G - Connected to cell network, signal ok and data tx/rx	Blue	Yes
4G / 3G - Connected to cell network, signal bad and data tx/rx	Violet	Yes
5G - Connected to cell network, signal good and data tx/rx	Orange	Yes
5G - Connected to cell network, signal ok and data tx/rx	White	Yes

Status		Device powered
Data	   	Ethernet data INTO device
	   	RS232 data INTO device
	   	Ethernet data OUT of device
	   	RS232 data OUT of device
	   	Stream generated ON device
WAN		SIM / mobile network error
	   	Connecting to mobile network
	   	3G/4G good signal, data in/out
	   	3G/4G ok signal, data in/out
	   	3G/4G bad signal, data in/out
	   	5G good signal, data in/out
	   	5G ok signal, data in/out

3.1.5 Telemetry Option 2 – LTE65

Functional Description: Telemetry Radio for IMSA GTD Class Scrutineering System



Homologation Mounting Note:

- Device should be mounted in a dry area away from direct heat sources, and with the status LEDs plainly visible.
- Use of the specified antennae is required.
 - External antenna must be mounted as detailed in manufacturer Technical Eligibility Form.
 - The internal antenna must be mounted under glass, inside the car. The antenna must have a direct view of the sky.
 - The antenna may be covered in vinyl.
 - A location under a heated windscreen is acceptable.
- SMA cables are available for purchase in two lengths. Competitors can supply their own cables that have an impedance of 50Ω and meet or exceed the standards of RG316. The cable must be SMA male on both ends.
- This device should be mounted to sustain vibrations within the Vibration Profile 1 defined in the appendix.

Part Number: F02U.V02.910-02

LTE65 Required Parts:

LTE65 Telemetry Modem

Required Quantity: 1

Part Number: F02U.V02.910-02

External Antenna

Required Quantity: 1

Part Number: F02U.00U.094-01

SMA Bulkhead

Required Quantity: 1

Part Number: F02U.00U.088-01

SMA Cable (if not provided by competitor)

Required Quantity: 1

Part Number: F02U.00U.089-01 (66" length) or F02U.00U.089-02 (120" length)

Internal Diversity Antenna

Required Quantity: 1

Part Number: F02U.00U.072-02

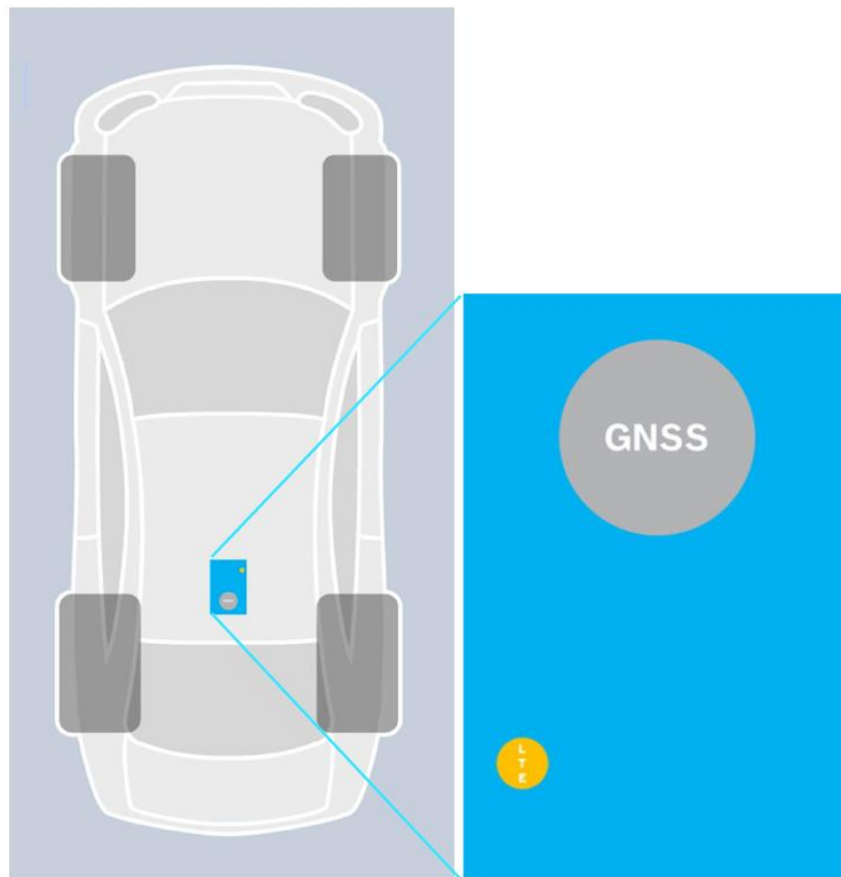
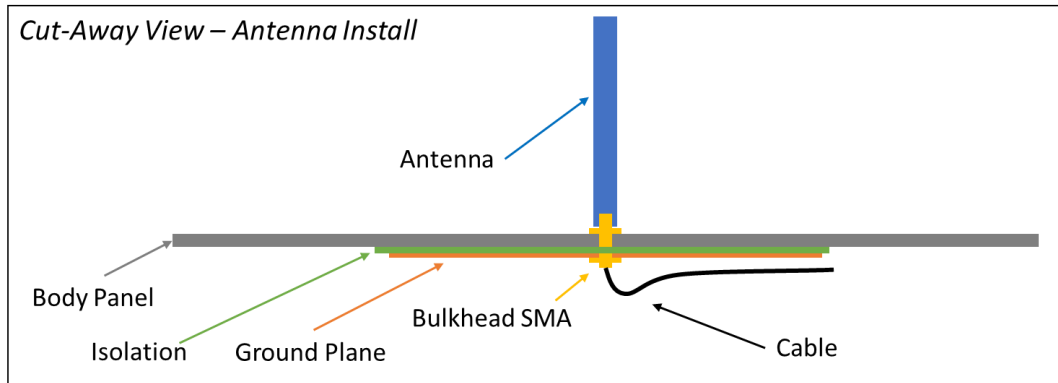
Temperature Range: -30 to 65 °C

Team Private Telemetry Stream:

- Each individual team will be allowed a stream that is sent to the telemetry radio via RS232 at 115.2K Baud. The stream can be from any data logger type and is not decoded by the scrutineering system.
- To enable usage and troubleshooting of the team private telemetry stream, teams are able to reset the telemetry radio via CAN communication to the scrutineering system. For more information, refer to the latest DBC file available at <https://www.imsa.com/competitors/>.
- Teams must not reset the telemetry radio during any IMSA sanctioned on-track session, including, but not limited to practices, qualifying sessions, and races, without express permission from IMSA Engineering. Teams are strongly encouraged to request this express permission by contacting IMSA Engineering via the RCNS messaging system channels "IMSA Engineering 1" and/or "IMSA Engineering 2".

External Antenna Installation

- Ground plane is required.
 - Can be made with copper tape – is included in the kit if needed.
 - Use heli-tape or similar to isolate the ground plane from the body panel.
 - Size: 4" x 5" (3" x 4" is minimum size)
 - Ground planes must not be shared between devices.



Internal Antenna Installation

- Antenna is to be installed under non-conductive material (kevlar, fiberglass, non-heated portion of the windscreen) with a view of the sky.

Status Indicators

The LTE65 has 3 LED status lights providing information on the LTE65's connection, data type, and signal strength. See below for descriptions of each light and its possible states.

- At device power on, the life LED will turn blue indicating boot. After boot an LED function check will occur where all three LEDs will cycle through Red, Green, and Blue for 0.5 seconds each.
- If there is an initialization error, all three LEDs will turn red, and the device will reset itself.
- After the LED function check is complete, the table below can be used to understand device information provided by the LEDs:

Life LED	   	Blue solid Booting Green blinking Cloud connection in progress Red solid No cloud connection Green solid Cloud connection
Data LED	   	Green blinking Ethernet data INTO device Violet blinking RS232 data INTO device Blue blinking Ethernet data OUT of device Red blinking RS232 data OUT of device
WAN LED	    	Red solid SIM / Cell network error Red blinking Connecting to cell network Green blinking Connected to cell network, signal good Blue blinking Connected to cell network, signal ok Violet blinking Connected to cell network, signal bad

3.1.6 Accident Data Recorder

Functional Description: Accident Data Recorder for IMSA GTD Class Scrutineering System

Homologation Mounting Note:

- Device should be mounted in an easily accessible area that allows access to all main connectors. This device must be mounted away from heat sources.
- See GTD Technical Eligibility Form regarding installation requirements.
- ADR data is downloaded via a USB connection. The data connection should be a twisted shielded pair. The maximum length of the data wires from ADR to the Safety Diagnostics connector is 4m.

3.1.7 IMU/GNSS – VMPS

Functional Description: 6 axis inertial measurement unit with GNSS.

Homologation Mounting Note:

- Device should be mounted in an easily accessible area that allows access to all main connectors. This device must be mounted away from heat sources.
 - Device must be installed with supplied mounting hardware.
 - Using provided grommets as shown below.
 - Vibration isolating mounts are preferred but not required.
 - The metal housing should not be allowed to contact any part of the chassis during normal operating conditions.
 - Using 3x M6 bolts or studs; competitors to provide.
 - Device to be mounted:
 - With connector interfaces facing towards the rear of the car.
 - Aligned within 1 degree of vehicle centerline.
 - Within 0.5 degrees of horizontal.
 - Nearest to vehicle center of gravity as possible.
 - Use of the specified antenna is required.
 - Antenna should be mounted as depicted in the GTD Technical Eligibility Form.
 - An SMA cable is provided in the kit.
- Competitors can supply their own cables that have an impedance of 50Ω and meet or exceed the standards of LMR-100A.
- The length of the cable is not to exceed 3 meters.
- All reasonable efforts must be made to ensure the cable is routed and secured without intense bending or pinching due to its brittle nature (e.g. cinched too tightly with cable ties).
- If a BSI In-Car-Camera is aboard, a filter must be installed to reduce electrical noise, as shown in the picture below.
- All reasonable efforts should be made to **run the antenna cable away from strong sources of electrical noise** such as:
- **TV cameras/ camera cables**
 - Ignition cables
 - Radio transmitters and cables
 - High voltage sources
- VMPS must be updated to 2025 5G_1124 Software.
- This is indicated by a green painted marker on the top of the VMPS unit, shown in the image below.

Part Number: F02U.V0U.445-01

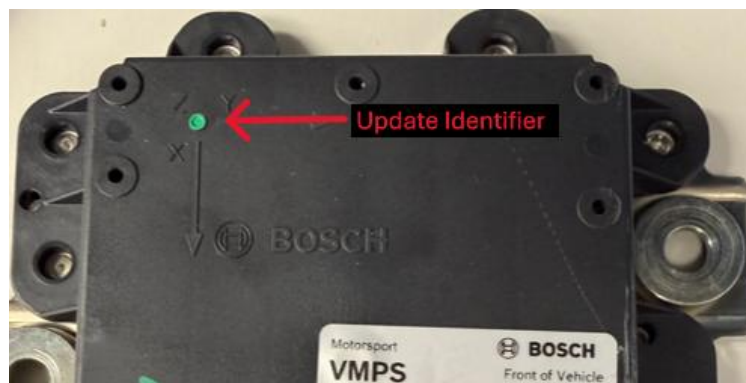
Antenna Part Number: F02U.00U.091-01

Temperature Range: -40 to 65 C

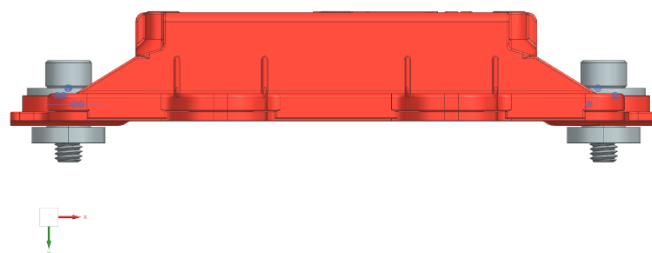
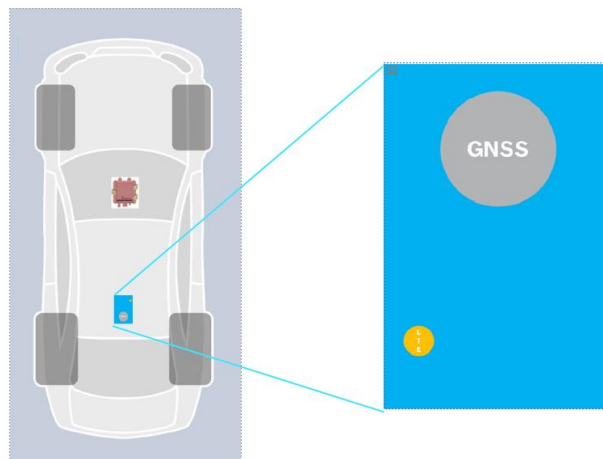
- BSI In-Car-Camera Filter



- VMPS Update Identifier:



- IMU/GNSS – VMPS Mounting:



3.1.8 USB Stick/Diagnostic Port

Functional Description: IMSA Scrutineering USB Stick and Diagnostic Port

Homologation Mounting Note:

- Device and diagnostic connectors must be mounted in an area easily accessible via the passenger side door opening.
- IMSA Scrutineering, Safety, and USB ports must be **clearly labeled as SCRUT, SAFETY, and IMSA USB** respectively, as shown in the example below. These labels must be in the line of sight of the open door, not hidden behind or under other components.
- These ports must be mounted securely, so that the USB stick and diagnostic connector can be inserted and removed with one hand.
- USB Wiring must be shielded. See wiring schematic for more details.
- Mounting example:



Temperature Range: -40 to 85 °C

Removal Note: To remove the USB stick from the connector, the collar at the connector end of the USB stick must be pulled away from the connector. Do not pull on the main body to remove.



USB Stick Possession: IMSA will distribute and collect USB Sticks at every race; teams will not receive sticks with scrutineering components, nor are they required to purchase these separately.

3.1.9 X2 Transponders

Functional Description: CAN based transponder for IMSA GTD Class Scrutineering System.

Homologation Mounting Note:

- Each car must carry an X2 Transponder, connected to CAN Foxtrot (scrutineering CAN 3). For the 2026 IMSA season it will be optional to carry a second transponder on CAN Echo (scrutineering CAN 2).
- Refer to Technical Eligibility Form for mounting location.

Temperature Range: 0 to 60 °C

3.1.10 Leaderlight Panels

Functional Description: Leaderlight panels

Homologation Mounting Note:

- This device(s) must be fitted securely.
- Refer to Technical Eligibility Form for mounting location.

The pinout of the leaderlight power connector/s is shown in the table. No changes are allowed to this arrangement. This connector is for providing power to the leaderlights from the team harness.

Team Harness Connector: AS(0/1)10-98SN

Scrutineering Harness Connector:

Connector	AS610-98PN
Pin #	Signal
1	LeaderLight-12V
2	LeaderLight-12V
3	LeaderLight-12V
4	LeaderLight-GND
5	LeaderLight-GND
6	LeaderLight-GND

3.1.11 Track Condition Radio

Functional Description: Track condition radio system for FCY notification.

Homologation Mounting Note:

- This device(s) must be fitted securely.
- Refer to Technical Eligibility Form for mounting location.

3.2 Sensors

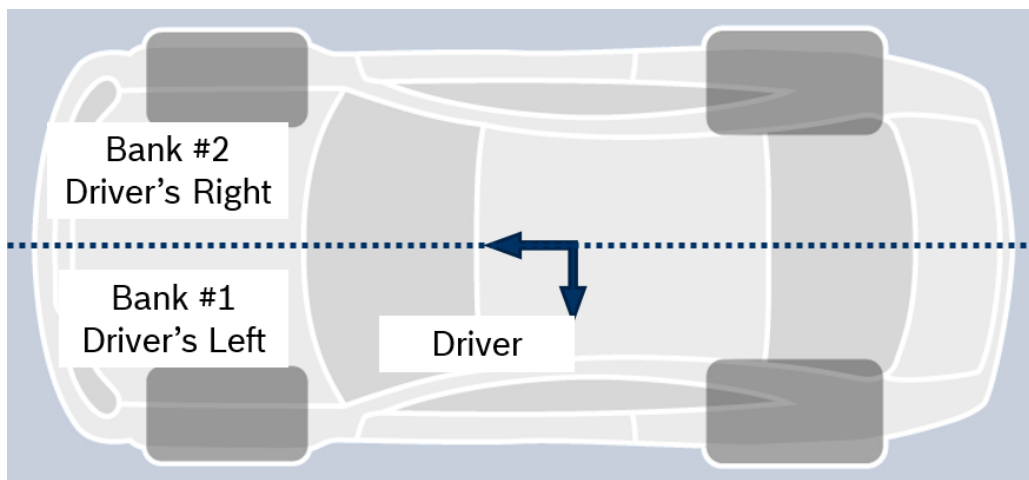
This section declares sensors that must be directly connected to the IMSA scrutineering system. IMSA will define required engine sensors and locations for each engine application. These signals will be fed back to the teams via CAN.

For all sensors refer to the Technical Eligibility Form for installation and mounting location with numbering referring to the fed engine bank.

As a reference to the Technical Eligibility Form, depending on Engine configuration and class, GTD cars may be required to run:

- Driveshaft Torque Sensors
- Engine Sensors
 - Manifold Pressure(s) (NA only)
 - Manifold Temperature(s)
 - Airbox Pressure Sensor(s)
 - Boost Pressure(s) (Turbo only)
 - Lambda(s)
 - Fuel Flow Meter(s)
 - Engine Speed Sensor
- Chassis sensors
 - Wheel Speeds (one per wheel)
 - Tire Pressure (one per wheel)
 - Fuel Probe Switch

Sensors must be installed in an IMSA approved location as identified in the Technical Eligibility Form with numbering referring to the fed engine bank.



3.2.1 1 Bar Pressure

Functional Description: Air pressure sensor

Use Case:

- **Manifold Pressure (NA engines):** The sensor must be fitted in each intake manifold downstream of the throttle valve—for example, in the intake runners or intake ports—in an IMSA approved location.
- **Airbox Pressure Sensor:** The sensor must be fitted in each Airbox upstream of the throttle valve in an IMSA approved location.

Part Number: F02U.V0U.267-03 (A/S terminated) or F02U.V0U.204-01 (Automotive Connector)

Pressure Range: 0.1 – 1.15 bar

Temperature Range: -40 to 125°C

3.2.2 3.5 Bar Boost Pressure

Functional Description: Boost pressure sensor

Use Case:

- **Boost Pressure (Turbo engines):** The sensor must be fitted to measure pressure in each intake manifold downstream the throttle valve in an IMSA approved location.

Part Number: F02U.V0U.205-01

Pressure Range: 0.5 – 3.5 bar

3.2.3 Temp Sensor

Functional Description: Temperature sensor

Use Case:

- **Manifold Temperature:** On each independent intake manifold in an IMSA approved location close to the Boost/Manifold pressure sensor.
- **Intake Temperature :** A single sensor must be installed in an IMSA approved location.

Part Number: F02U.V02.356-01

Temperature Range: -55 to 300 °C

Thread: M6 x 1

Installation Torque: 8 Nm

3.2.4 LSU 4.9 Lambda Sensor

Functional Description: Exhaust gas lambda sensor

Use Case:

- See Appendix for required sensor mounting information.
- One sensor per cylinder bank is required.
- IMSA Sensor should be mounted as close to Team Sensor as possible.

Part Number: 0258.988.001

Thread: M18 x 1.5

Installation Torque: 40 to 60 Nm

3.2.5 Engine Speed Sensor

Functional Description: Inductive or Hall effect speed sensor

Use Case:

- Sensor required by IMSA per 2026 Technical Regulations
- Each manufacturer may select a sensor and trigger wheel pattern to be approved by IMSA.
- See below for application recommendation. Trigger wheel must include 30-60 teeth and must include 1-4 missing teeth in 1 spot around the wheel.
- If choosing an inductive sensor, the depth of the missing tooth gap must be half the depth of the normal gaps.
- If choosing an inductive sensor, polarity for pin 2 is positive, and pin 3 is negative.
- Wiring from sensor to MS6 SCR must be twisted and shielded.

Recommendation:

- Bosch P/N: Mini HA-P: **F02U.V00.564-02**
Mini HA-P (Sealed): **F02U.V00.500-01**
- 60 tooth symmetrical wheel, 2 missing teeth

Trigger Wheel Recommendation (for HA-P above):

- Diameter: 162.34mm
- Gap Width: 4.7mm
- Tooth Width: 3.8mm
- Missing Tooth Gap Width: 20.79mm
- Height of tooth: 3.4mm
- Thickness: 12.5mm
- Sensor Air Gap: 0.2 to 1.5mm

3.2.6 Driveshaft Torque Sensors

Functional Description: CAN based driveshaft torque sensor for IMSA GTD Class Scrutineering System

- Sensor required by IMSA per 2026 Technical Regulations.
- Analog inputs required to be wired according to the wiring diagram below for all new looms.
- Sensor required to be wired to the scrutineering logger (reference the wiring diagram blocks C17 for left side and C18 for right side)
- On driveshaft of each driven wheel.
- Team must be able to send CAN message to trigger offset calibration for each sensor.

3.2.7 Fuel Flow Meter

Functional Description: CAN based fuel flow meter for IMSA GTD Class Scrutineering System

- On each feed and any return line if applicable.
- Use CAN-ID 0x190 (R=22kohm) for Feed1, 0x194 (R=5.6kohm) for Feed2, 0x198 (R=1.8kohm) for Return line

Mounting Note: Refer to Technical Eligibility Form for mounting location.

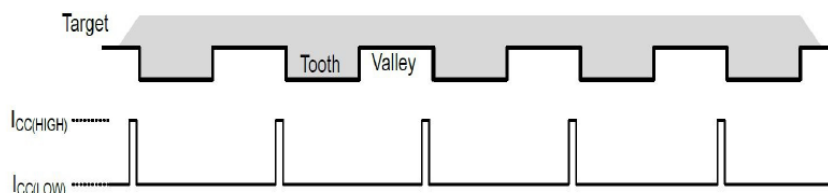
Temperature Range: 0 to 85 °C

3.2.8 Wheel Speed Sensors

Functional Description: TTL signal from active wheel speed sensor connected, ABS TTL must be directly wired to scrutineering logger, not sent via CAN.

Signal Description:

- Sensor required by IMSA per 2026 Technical Regulations.
- Digital pulse from 7mA to 14 mA, correlating with the peak and valley of a tone ring mounted directly to each wheel.



Suggested TTL signal sources:

- Bosch ABS M5 TTL output. The ABS M5 ABS module outputs a TTL wheel speed signal from the following pins.

ABS M5 Pin	TTL Wheel Speed Output
23	FL
2	FR
34	RL
12	RR

- It is important to note that the TTL signals are sensitive to ground offsets. The ABS M5 ECU and the scrutineering ECU should share the same ground for correct operation. See the ABS M5 user manual for more information.
- Reference the harness drawing for the suggested connector between the ABS M5 and the scrutineering harness.
- Active-type hall effect wheel speed sensors, added to each wheel in addition to the ABS M5 wheel speed sensors. Each manufacturer may select a sensor and trigger wheel pattern to be approved by IMSA.
 - Bosch DF11s wheel speed sensors are suitable for use.
- Wheel speed signal splitter. A wheel speed splitter device may be used to split the signal and send one sensor's data to both the ABS module and the scrutineering ECU.
 - Bosch Motorsport can supply this device if needed.

3.2.9 Tire Pressure Monitoring System (TPMS)

Functional description: CAN based tire pressure and temperature sensor system (One sensor per wheel)

- Only TPMS systems Homologated on FIA TECHNICAL LIST N° 106 are permitted.
- The TPMS system must be connected to scrutineering CAN bus Echo
 - The scrutineering expansion connector may be used to access CAN bus Echo.
 - New loom constructions may choose to wire the TPMS CAN connections directly to CAN bus Echo.
 - The use of a CAN gateway device is permitted with IMSA approval. Manufacturers are open to source their own gateway.
 - The TPMS messages must be transmitted to and received on CAN Echo as they are received by the gateway device (one-to-one).
 - Transmit speed of 0x500 and 0x281 are to be sent at a cycle at 100 milliseconds.
 - Manufacturers must provide the gateway manufacturer documentation and configuration software to IMSA to allow for scrutineering.

3.2.10 Refueling Coupling Switch

Functional description: Normally open switch used to detect when fuel coupling is inserted. Triggers energy replenishment.

Use Case:

- Sensor required by IMSA per 2026 Technical Regulations.
- Refer to Technical Eligibility Form for placement.
- Two wiring options are permitted.
 - Option 1: sensor is wired directly to the MS6 SCR, connector A, pin A076.
 - Option 2: sensor is wired to pin 8 of the scrutineering expansion port.
 - See section 8, Loom Layout, for more detail.
 - The wiring option must be declared on the Technical Eligibility form.
 - The data logger has a switchable pull-up resistor that can be configured "On" upon request.

3.3 Sensor Declaration Form

Prior to each event, a **Sensor Declaration Form** must be submitted via the IWSC regulations. This document must be submitted **prior to the car arriving to pre-event inspection**. Failure to do so may result in the tech sticker not being issued until form is submitted.

3.4 Public CAN Bus Message Declaration

Manufacturers must submit a **Public CAN Message Declaration Form** that includes all the messages that the manufacturer is sending on scrutineering CAN bus Delta and Echo, minus the required messages defined in IMSA CAN Public 1 and 2 DBC's.

- If there are team-specific messages being sent on the public CAN busses, these must also be declared.
The manufacturer is responsible for submitting the Public CAN Message Declaration Form for each team.
- If the messages change between events **the Public CAN Message Declaration Form must be resubmitted.**

3.5 Component Seals

All Scrutineering system primary components (MS6, VMPS) must have no evidence of tampering with the device.

3.6 Recommended Mating Connectors

Please see the table below for a summary of recommended mating connectors for scrutineering system sensors.

GTD Recommended Mating Connectors		
Sensor Part Number	Sensor Description	Mating Connector
F02U.V03.353-01	<i>Bosch MS6-SCR with USB</i>	
	91-pin	F02U.B00.711-01
	105-pin	F02U.B00.712-01
F02U.V0U.445-01	VMPS IMU with GPS Sensor	
	Housing	2-967616-1
	Contacts	5-962885-1 or 5-962885-5
	Seals	967067-1
	Cavity Plug	967056-1
F02U.V01.342-01	Scrutineering Data USB	F02U.002.996-01
0258.988.001	Lambda Sensor	D261.205.356-01
F02U.V00.564-02 or F02U.V00.500-01	Engine Speed Sensor (Hall Effect)	ASL106-05SC-HE
F02U.V0U.267-03	Air Pressure Sensor	ASL 6 06-05 PD-HE
F02U.V0U.204-01	Air Pressure Sensor (Automotive connector)	ASL106-05SA
F02U.V0U.205-01	Boost Pressure Sensor	ASL106-5SB
F02U.V02.356-01	Temp Sensor (Air)	ASL 6-06-05 PN-HE

4 System Architecture

4.1 Torque Sensor Compatibility

Guidelines:

- Sensors are required per 2026 technical regulations
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors are required at both ends of each bus.
- The interfaces for the Scrutineering Harness to Team (contains Torque Master) must follow the specified pinout.

4.2 Team Connector – Scrutineering Harness

The pinout of the Team Connector is shown in the table. No changes are allowed to this arrangement. Termination of the CAN busses must be done in the car's loom as depicted in 4.2.1, 4.2.2, 4.2.3 and 4.2.4.

Team Harness Connector: AS(0/1)14-35SN

Scrutineering Harness Connector:

Connector	AS614-35PN
Pin #	Signal
1	CAN_Delta-SHD-IN
2	CAN_Delta-Hi-IN
3	CAN_Delta-Lo-IN
4	CAN_Delta-SHD-OUT
5	CAN_Delta-Hi-OUT
6	CAN_Delta-Lo-OUT
7	CAN_Echo-SHD-IN
8	CAN_Echo-Hi-IN
9	CAN_Echo-Lo-In
10	CAN_Echo-SHD-OUT
11	CAN_Echo-Hi-OUT
12	CAN_Echo-Lo-OUT
13	Telem RS232 – TX (if team is using the series LTE65)
14	RS232-GND
15	
16	
17	FIA CAN4
18	FIA CAN4
19	FIA CAN4
20	FIA CAN4
21	
22	
23	
24	
25	
26	KL.30
27	KL.30
28	KL.30
29	KL.30
30	KL.30
31	KL.30
32	KL.31
33	KL.31
34	KL.31
35	KL.31
36	KL.31
37	KL.31

4.2.1 Dual Public Bus Option

4.2.1.1 CAN Bus Delta

CAN Bus Delta is the same layout as FIA CAN 1 Public.

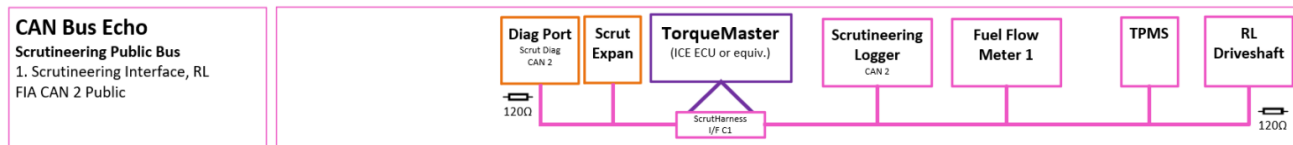
- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at both ends of each bus.
- The interface for the Scrutineering Harness to Team (contains Torque Master) must follow the specified pinout.
- Bus load must be kept at or below 70%. IMSA may install a CAN logging device to test bus load as required.



4.2.1.2 CAN Bus Echo

CAN Bus Echo is the same layout as FIA CAN 2 Public.

- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at both ends of each bus.
- The interface for the Scrutineering Harness to Team (contains Torque Master) must follow the specified pinout.
- Bus load must be kept at or below 70%. IMSA may install a CAN logging device to test bus load as required.



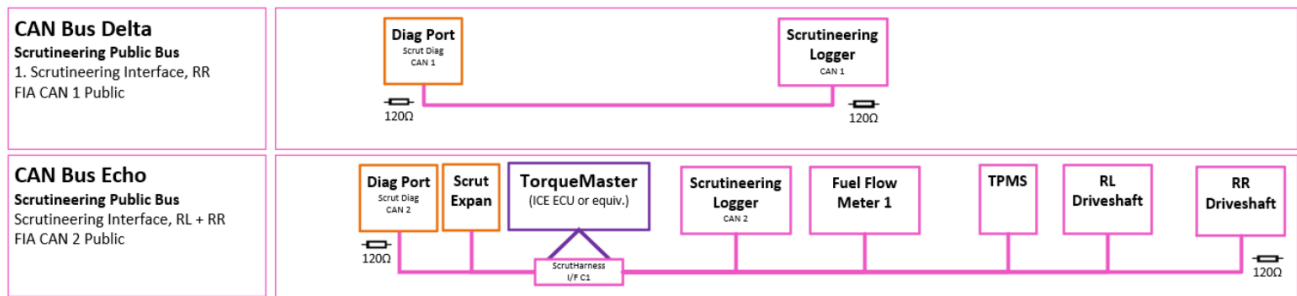
4.2.2 Single Public Bus Option

4.2.2.1 CAN Bus Echo

If a manufacturer cannot accommodate two public scrutineering CAN buses, a single public bus can be used instead. CAN Bus Echo must be used for this option.

- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at both ends.
- The interface for the Scrutineering Harness to Team (contains Torque Master) must follow the specified pinout.
- Bus load must be kept at or below 70%. IMSA may install a CAN logging device to test bus load as required.
- Layout cannot be used with two fuel flow meters.
- For CAN configuration reference, please see the single CAN DBC provided at <https://www.imsa.com/competitors/>
- CAN Bus Echo is not to be used for Team device communications. Only Scrutineering messages and devices allowed.

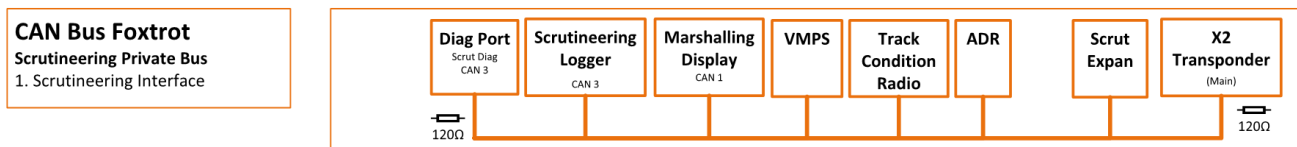
CAN Bus Delta between the Scrutineering Logger, Diag Port and Expansion Connector must be included in the scrutineering harness.



4.2.3 CAN Bus Foxtrot

CAN Bus Foxtrot is a private CAN bus for the scrutineering system.

- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at both ends of each bus.



4.2.4 CAN Bus Golf

CAN Bus Golf is a private CAN bus for the scrutineering system.

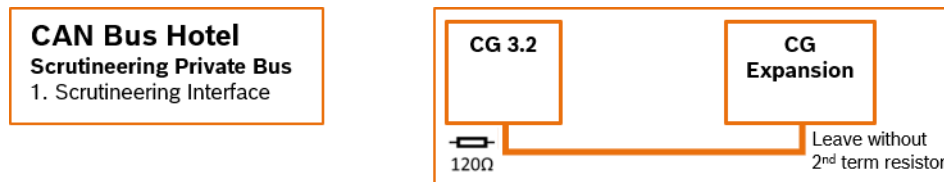
- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at both ends of each bus.



4.2.5 CAN Bus Hotel (only applicable to vehicles homologated post 2026)

CAN Bus Hotel is a private CAN bus for the scrutineering system.

- The order of components and compartment interfaces is open to constructors.
- CAN buses must be laid out in a linear fashion, with 120Ω termination resistors required at only the CG 3.2.



4.2.6 IMSA PPU Test Mode Function Description

This section outlines how to use the 2026 "Test Mode" feature, which allows teams to run custom power limits based on speed, set the atmospheric correction, and set the value for the Energy Tank limit during private, non-sanctioned testing.

- **Key Features of Test Mode**

- **Custom Limits:** Set your own PPU power limits and energy tank capacity.
- **Automatic Control:** Test Mode is automatically disabled during all official IMSA sessions and re-enabled at a set time after the session concludes.

- **How to Use Test Mode**

Follow these steps to activate and configure this Test Mode. Team-sent signals are transmitted on CAN Echo message 0x229.

- **Step 1: Activate Test Mode**

To activate this Test Mode, send a constant value of 1 to the test mode enable bit.

- **Set Enable bit:**

- **Bus:** Echo
- **Message ID:** 0x229
- **Signal:** Team_TESTONLY_IMSA_TestMode_En
- **Units:** N/A
- **Range:** 0 to 1

- **Note:** If this signal is 0 or not sent, this Test Mode will be inactive.

- **Step 2: Confirm Test Mode is Active**

Visually check the car's leader lights. When Test Mode is active, the car number will flash, alternating between its official class color and **purple**.

- **Note:** If the leader lights are on old firmware alternating colors may not work.

- **Step 3: Configure Test Mode Limits**

Once Test Mode is active, you can define your testing parameters.

- **Set Speed Gate:**

- **Bus:** Echo
- **Message ID:** 0x229
- **Signal:** Team_TESTONLY_SpeedGate
- **Units:** Kilometers per hour (Kph)
- **Range:** 0 to 255

- **Notes:** Identical to the IMSA BOP, this signal represents the V2 speed gate used for the maximum power adjustments. The V1 speed gate will automatically be 10 Kph less than the sent Team_TESTONLY_SpeedGate signal.

- **Set Max Power Limit for V1 Speed Gate:**

- **Bus:** Echo
- **Message ID:** 0x229
- **Signal:** Team_TESTONLY_PowerGain_V1
- **Units:** N/A
- **Range:** 0.745 to 1.00
- **Notes:** This signal represents a gain applied to the max power curve when the car is less than or equal to the V1 speed ($V1 = \text{Team_TESTONLY_SpeedGate} - 10\text{kph}$). Linear interpolation is used between V1 and V2 power gains.

-
- **Set Max Power Limit for V2 Speed Gate:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLY_PowerGain_V2
 - **Units:** N/A
 - **Range:** 0.745 to 1.00
 - **Notes:** This signal represents a gain applied to the max power curve when the car is greater than or equal to the V2 speed (V2 = Team_TESTONLY_SpeedGate). Linear interpolation is used between V1 and V2 power gains.
 - **Set Energy Tank Capacity:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLYPPUEnergyStint
 - **Units:** Megajoules (MJ)
 - **Range:** 0 to 6553.5 MJ
 - **Notes:** This signal directly sets the PPU Energy Tank capacity.
 - **Set Atmospheric Correction:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLY_PAtmo_Cor
 - **Units:** N/A
 - **Range:** 0.745 to 1.000
 - **Notes:** This signal directly sets the atmospheric correction. This is an overall gain applied to the max power curve.
 - **Set Front Tire Pressure Limits:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLY_PtireLimit_Front
 - **Units:** Bar
 - **Range:** 1.6 to 2.3
 - **Notes:** This signal sets the tire pressure limits of the Front tires.
 - **Set Rear Tire Pressure Limits:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLY_PtireLimit_Rear
 - **Units:** Bar
 - **Range:** 1.6 to 2.3
 - **Notes:** This signal sets the tire pressure limits of the Rear tires.

- **Step 4: Simulating On-Track and Pit Lane States**

To test regulatory functions like the ppu integral, you must manually switch the car between "pit lane" and "on track" states.

- **Sending Track Loops:**
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_TESTONLY_X2LongID
 - **Units:** N/A
 - **Range:** 0 to 255
- **To Run (Enter On-Track Mode):**
 - Send a track loop ID (any value from 1 to 39) on the Team_TESTONLY_X2LongID signal. This simulates crossing a timing loop on track and activates standard track-running functions (PPU Integral).
 - Send a track loop ID of 40 on the Team_TESTONLY_X2LongID signal to put the car into pit lane mode. This will disable the blinking brackets that are shown when the car is stopped.
- **Additional Information**
 - When using the 2026 / IMSA Testmode, do not send the 2025 / old test mode signals on ECHO msg 0x247.
 - The primary and backup transponders will still have normal functionality when the car is in testmode.

Technical Reference:

For complete signal specifications (unsigned/signed format, precision, etc.), refer to the latest CAN communication spec (.DBC file) available on the IMSA Competitor portal.

4.3 Driver ID

The Driver ID will be an input to a dedicated connector on the harness. The Driver ID signal will be controlled by a different resistance value for each driver. The resistor will go between the two pins for Driver ID with nothing else in the circuit. The Driver ID and resistor value pairings are in the table below:

ID	Resistor Value (Ohm)
1	0
2	820
3	2.2K
4	4.7K
5	12K

4.4 Power Supply

All power supplied should be at least 11.0V and below 15.0V. Power must remain supplied at all times when the car is in pit-lane or on-track. Interruptions of specified scrutineering power may result in IMSA applied penalties.

It is recommended to supply a minimum of 10Amps to the system.

5 Loom Certification

All scrutineering harnesses must be certified for use in 2026 by a Bosch Motorsport approved loom fabricator.

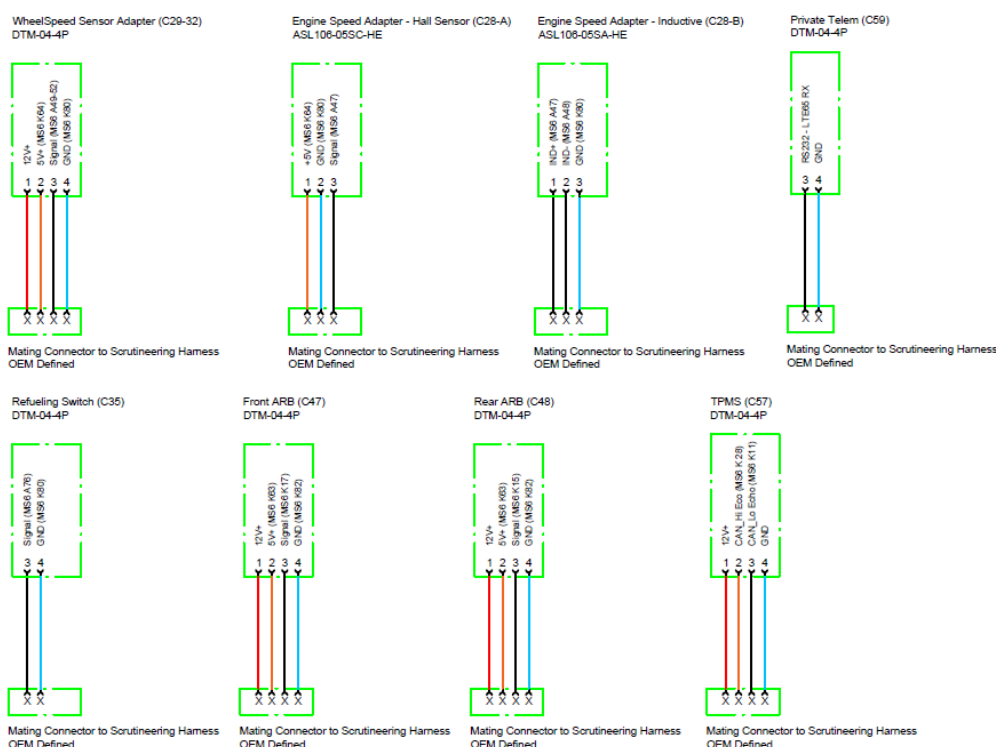
All pieces of the scrutineering loom must be present in order to certify any single piece. For example: team XYZ would like to certify a spare 'engine' section of the scrutineering loom; the car has three scrutineering looms pieces (cockpit, engine, rear section). All three pieces must be submitted in order to certify the spare 'engine' loom.

IMSA reserves the right to require an additional HiPot inspection at any time. Once certified, looms must be available for re-certification every year; teams must be able to demonstrate annual inspection with passing results.

All looms will be checked to the wiring diagram in Section 8. Any deviation from this diagram must be approved by IMSA and Bosch.

Approved Loom Fabricators	
Bosch Motorsport	Email: Motorsport-CustomerSupport@de.bosch.com
Abstatt, Germany	Phone: +49 7062 911 9101
CMS	Email: colin@gomuchfaster.com
Florida	Phone: +1(813) 482-2178
DCE Inc.	Email: tom@dcemotorsport.com
North Carolina	Phone: +1(704) 230-4649
Sakata Motorsport Electronics	Email: brian@sakatamotorsport.com
California	Phone / Fax: +1(714) 446-9473 / +1(714) 446-9247

Test bench adapter looms will be required if connectors deviate from the following spec:



Manufacturers may supply the adapters, or they may work with loom certifiers to have them manufactured.

6 CAN Specification

There are two IMSA CAN interfaces that may be used for communication; on these buses, the team is required to send all messages specified in the provided DBC.

GTD Manufacturers will be responsible for informing IMSA and Bosch which buses will be used for ECU and team communications as per Section 3.4 of this manual.

If using the single CAN architecture, usage of the bus for non-scrutineering messages is not permitted.

CAN Buses:

The CAN buses will be used to transfer vital information between the team and the Scrutineering System. The buses are required to be 1 Mbit and conform to CAN 2.0B specifications.

For the single bus option, Public CAN 2 will be utilized.

The DBC file for the transmitted and received channels is available at <https://www.imsa.com/competitors/>. There is a specific DBC file for single bus and dual bus options.

In both homologation documents and declarations, GTD manufacturers must specify the following technical details in the Technical Eligibility Form:

- Whether a single CAN or dual CAN architecture is selected.
- Wheel speed sensor selection
- Engine speed sensor and trigger wheel selection
- TPMS gateway configuration, if applicable
- Fuel probe switch action (when activated, the switch outputs high or low) and if the datalogger pull-up resistor is to be enabled.

7 Display Pages

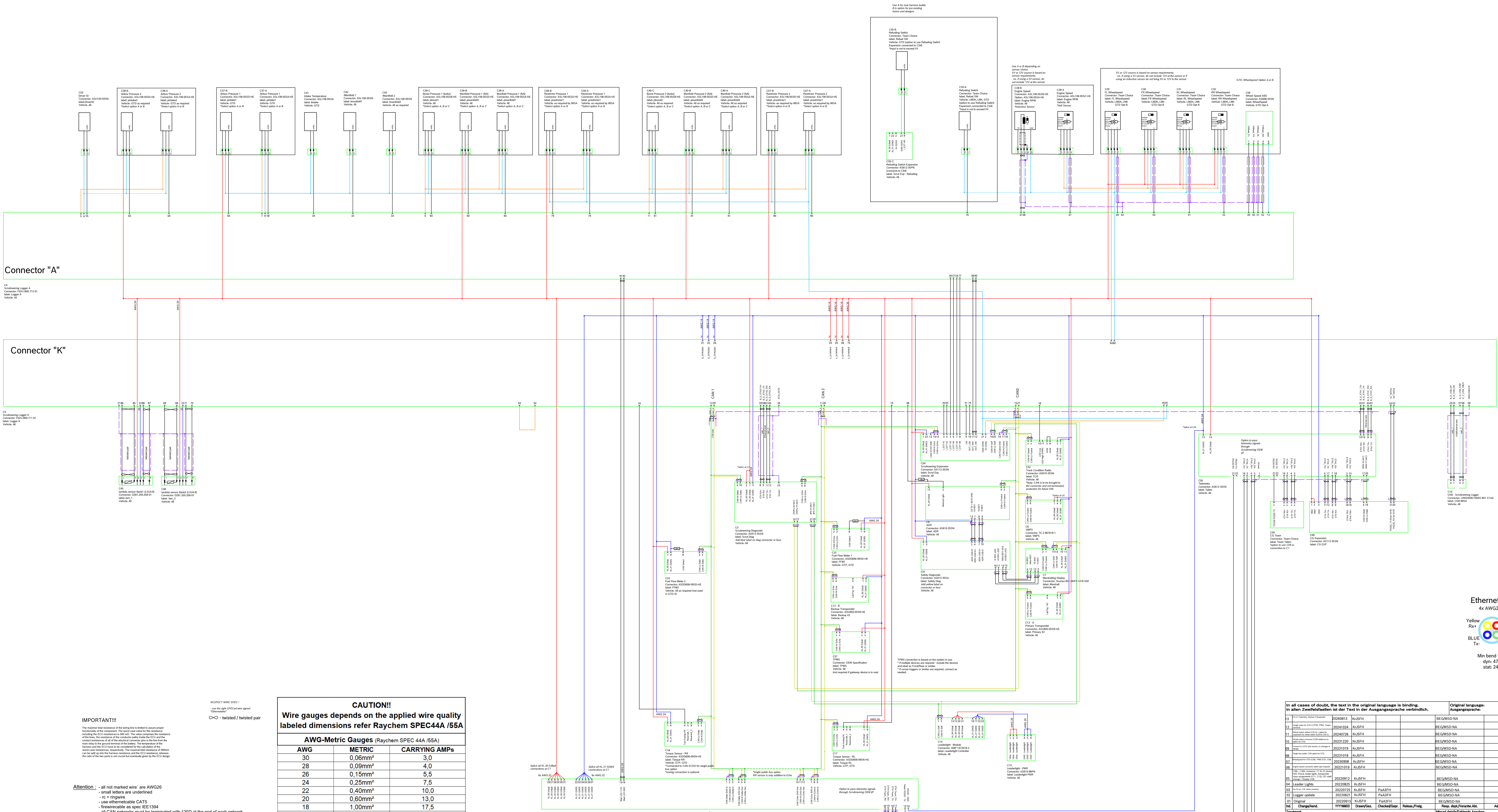
7.1 Standard

While on track the display will show:

- Current Driver ID
- Current Laptime
- Last Laptime
 - Note: The laptimes shown are calculated internally and are not the timing and scoring laptimes.

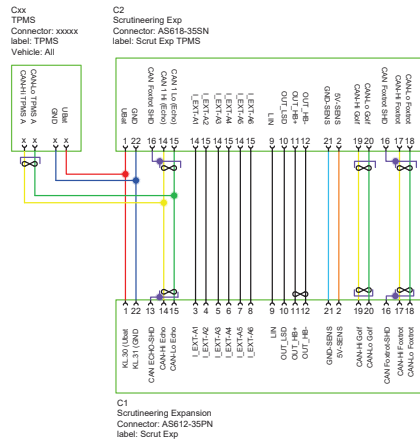
8 Loom Layout

IMSA Scrutineering



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Loom Label

Loom PN
X00X/KW/Year
Loom Part Name

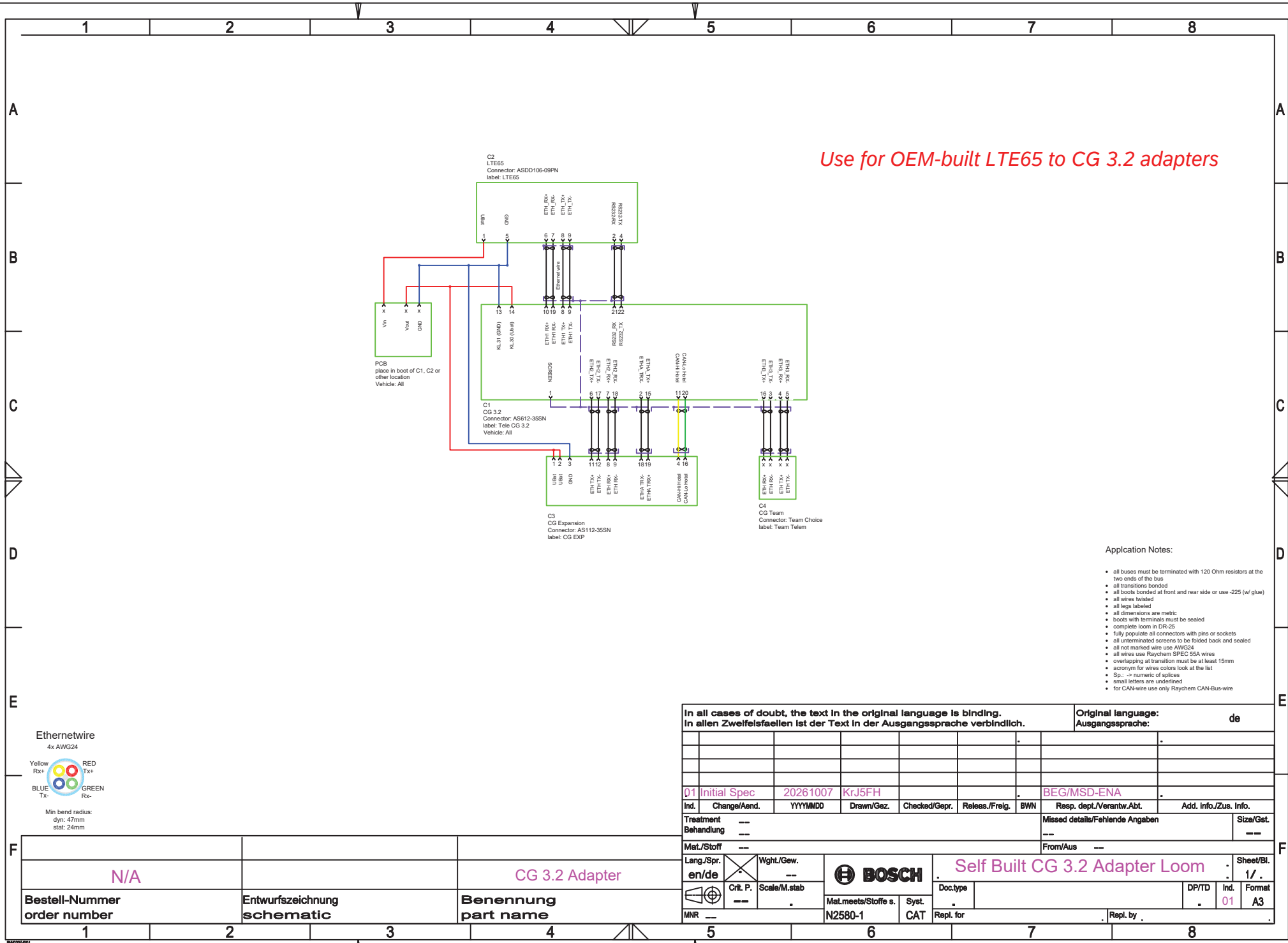
F02U.V0U.518-01	xxx	xxx
Bestell-Nummer order number	Entwurfszeichnung schematic	Benennung part name

- Reference ESW for build specifications.
- Base layout, builder modification to lengths and breakout locations allowed. Connectors may not be changed.
- All dimensions in mm.
- All lengths +/- 10mm.
- All pictured connectors must be present on the harness unless noted otherwise.
- Unlabeled boots are all builder spec.
- All wires are to be twisted.
- Fully populate all connectors with pins and sockets.

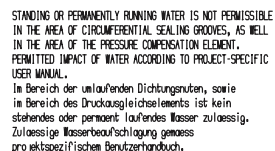
In all cases of doubt, the Test in the other language is binding. In allen Zweifelsfällen ist der Test in der Ausgangssprache verbindlich.										Original language: Ausgangssprache:		en
-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	
01 Initial Release	20250829	Krell	geprüft von MSD 1		BEG/MSD-ENA							
Treatment (Behandlung)	YYTMMDD	Drawn/Gzt.	Checked/Gepf.	Release /Freig.	BWV	Resp. dept./Verwahr./Alt.				Add. Info./Zus. Inf.	Six/Gst.	
Mist./StöB	--	--	--	--	--	Missed details/Fehlende Angaben					Six/Gst.	
						From/Aus						
Lamp/Ser- en/de	Weight/Gew.- --			LTE65 – CG 3.2						Sheet/Eilf 1/1		
	Cat. P	Scale/Stab=	Mat. mntel./Stoffe s. N2580-1	Syst CAT	XXX				Ind.	Form A1		
MNR =			Resit. for			Resit. by						

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9 Appendix



THE CONTROL UNIT HAS TO BE FASTENED AT POSITIONS **A**, **B**, **C** AND **D**.
Das Steuergerät muss an den Stellen **A**, **B**, **C** und **D** befestigt sein.

MAXIMUM SURFACE PRESSURE ALLOWED ON THE SCREW-ON SURFACES OF THE CONTROL UNIT: 140 N/mm²
Maximal zulässige Flächenpressung an Anschraubflächen des Steuergerätes: 140 N/mm²

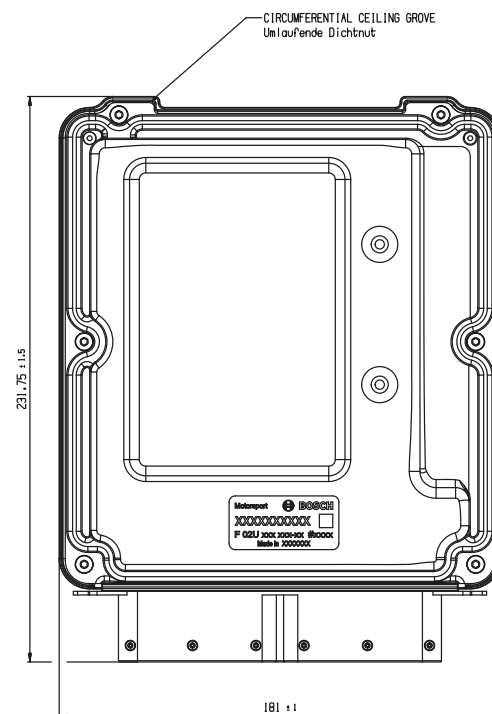
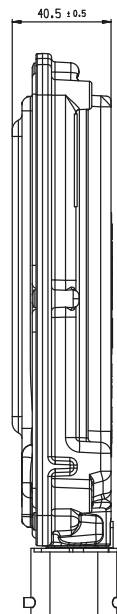
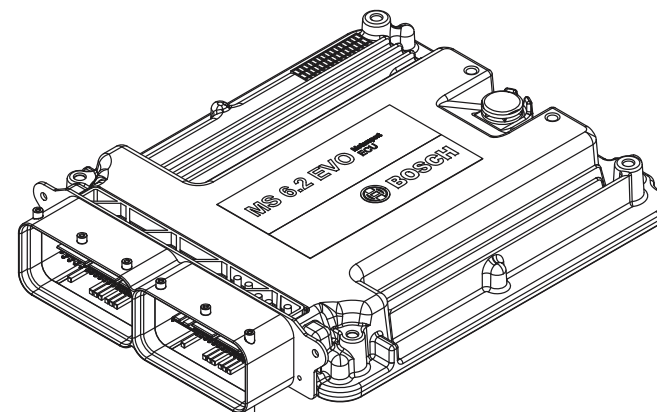
IT HAS TO BE ASSURED THAT BOUNCING OF CONTROL UNIT OR POTENTIAL ADDITIONAL FASTENING ELEMENTS OF THE CONTROL UNIT CANNOT OCCUR DUE TO THE MOUNTING IN THE VEHICLE.
Die Befestigung des Steuergerätes im Fahrzeug muss so ausgeführt werden, dass ein Prellen des Steuergerätes gegen andere Fahrzeugteile und eventuell zusätzliche Befestigungselemente des Steuergerätes ausgeschlossen ist.

IN CASE OF DEVIATIONS FROM THIS DRAWING, PERMITTED MECHANICAL INTERFACES TO VEHICLE AND RESULTANT LOAD ON COVER AND BOTTOM HAVE TO BE DISCUSSED WITH BOSCH ENGINEERING GmbH.
Die zulaessigen Schnittstellen zum Fahrzeug sowie die resultierenden Krafte auf Deckel und Boden sind im Falle von Abweichungen von dieser Zeichnung mit Bosch Engineering GmbH abzustimmen.

MAXIMUM INTERNAL TEMPERATURE ACCORDING TO PROJECT-SPECIFIC USER MANUAL.
Maximale Innentemperatur gemäss projektspezifischem Benutzerhandbuch.

PROTECTION AGAINST HUMIDITY ACCORDING TO PROJECT-SPECIFIC USER MANUAL.
Schutz gegen Eindringen von Feuchtigkeit gemäss projektspezifischem Benutzerhandbuch.

IT HAS TO BE ASSURED THAT WATER CANNOT INFILTRATE INTO THE CONTROL UNIT THROUGH WIRING HARNESS IN MOUNTING POSITION.
Es muss im Einbau sichergestellt sein, dass ueber den Leitungsstrang kein Wasser in das Steuergeraet gelangen kann.



THE CONTROL UNIT CAN DEVIATE FROM THIS DRAWING IN NOT DIMENSIONED NON-FUNCTIONAL GEOMETRIES.
Das Steuergerät kann in unbemessenen nicht funktionsrelevanten Geometrien von der Darstellung
in dieser Zeichnung abweichen.

PERMITTED APPLICATION AREA: ACCORDING TO ENVIRONMENTAL CONDITIONS SPECIFIED IN PROJECT-SPECIFIC USER MANUAL.
Zulässiger Einsatzbereich: Gemäss der im projektspezifischen Benutzerhandbuch definierten Umweltbedingungen.

THE WIRING HARNESS PLUG IS NOT INCLUDED IN DELIVERY.
Der Kabelbaumstecker gehört nicht zum Lieferumfang.

IT HAS TO BE ASSURED THAT DUE TO MECHANICAL FIXATION THE EXCITATION OF THE WIRING HARNESS IS IN THE SAME SEQUENCE AS THE CONTROL UNIT.

Kabelbäume sind im Bereich der Anbaustelle des Steuergerätes mechanisch so abzufangen, dass eine phasengleiche Anregung zu dem Steuergerätes erfolgt.



ORDER NUMBER
Bestellnummer

CONSECUTIVE PART NUMBER
fortlaufende Teilenummer

Motorsport  BOSCH

MS 6.2 EVO

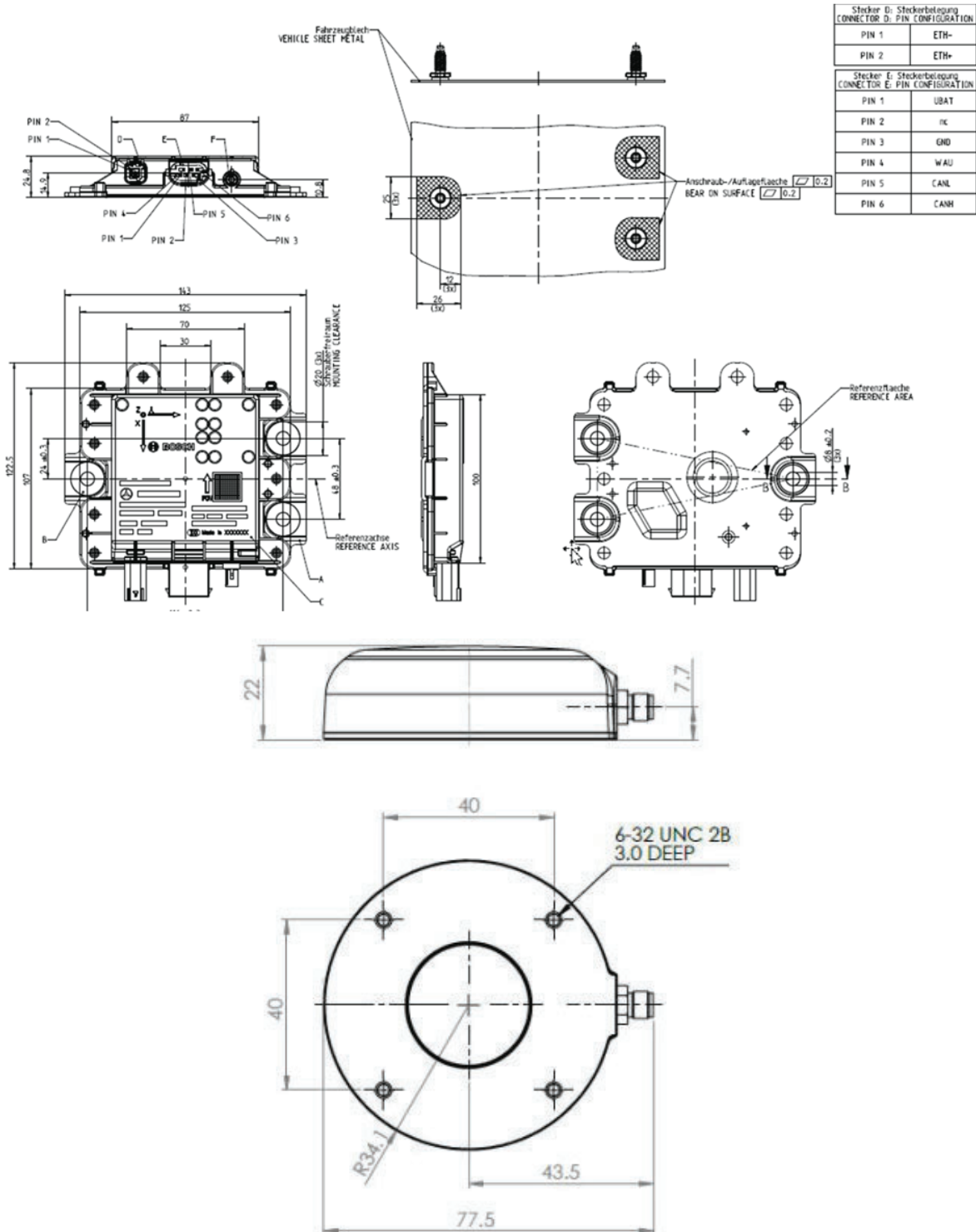
F 02U V03 115-01

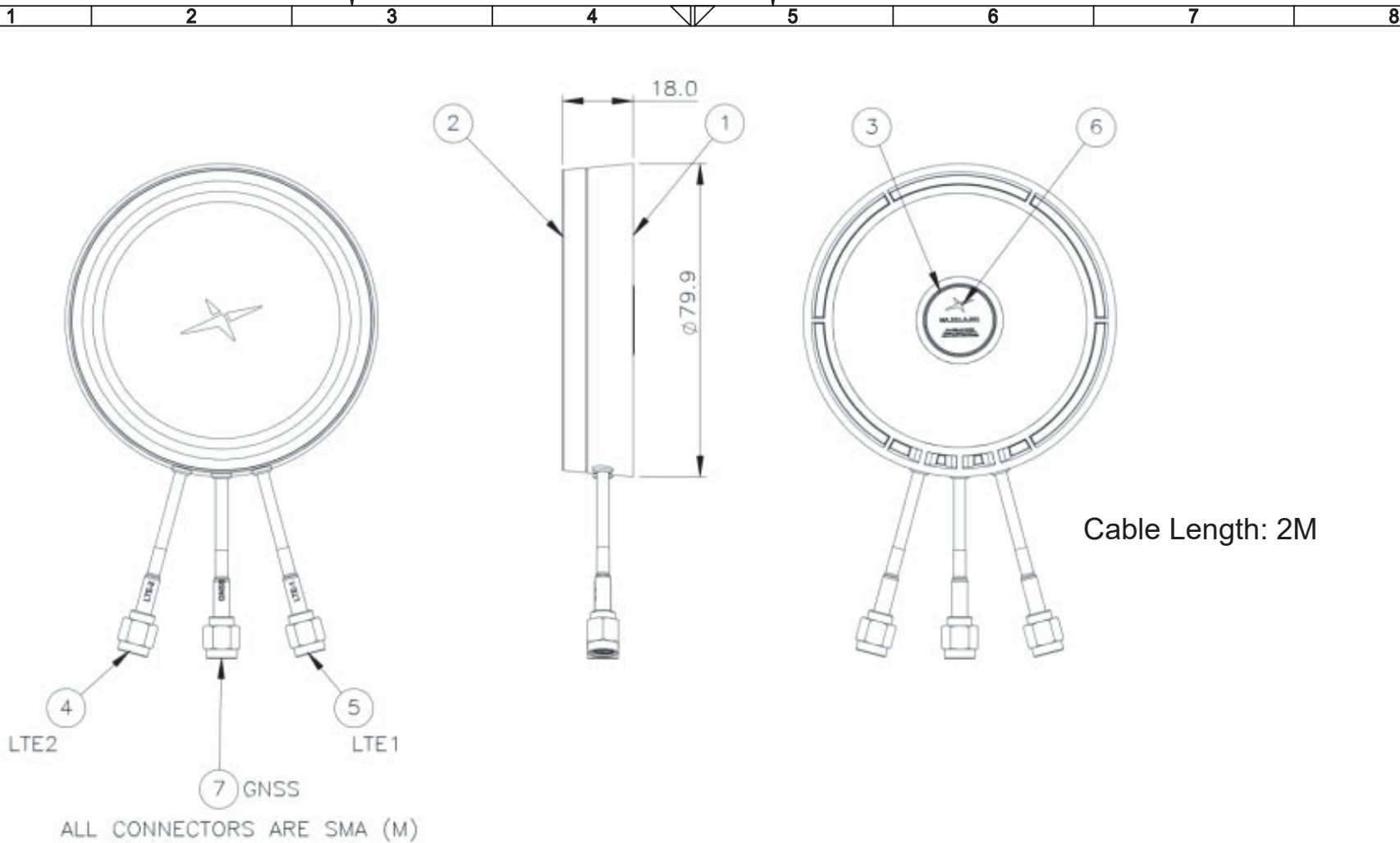
Made in Germany

CUSTOMER NUMBER Kundennummer		CATALOGUE PRODUCT				general tolerance Part/Allgemeine Toleranz			
ORDER NUMBER Bestell-Nr.		F 02U V03 115-01				1b, 2b, 3b, 4b		5b, 6b, 7b, 8b	
Serial Number						9b, 10b, 11b, 12b		13b, 14b, 15b, 16b	
1									
2									
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01	F 02000017	200 02003	REB110	872	RES/REV				
02	Change Name	V1770000				Reinb. nach F.02000017	Abh. nach F.02000017		
03	Long-Run Part	Light-Run Part	Control Unit	Steuereinheit	MS 6-2	6000	6000	Steuereinheit	
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VMPS Dimensions

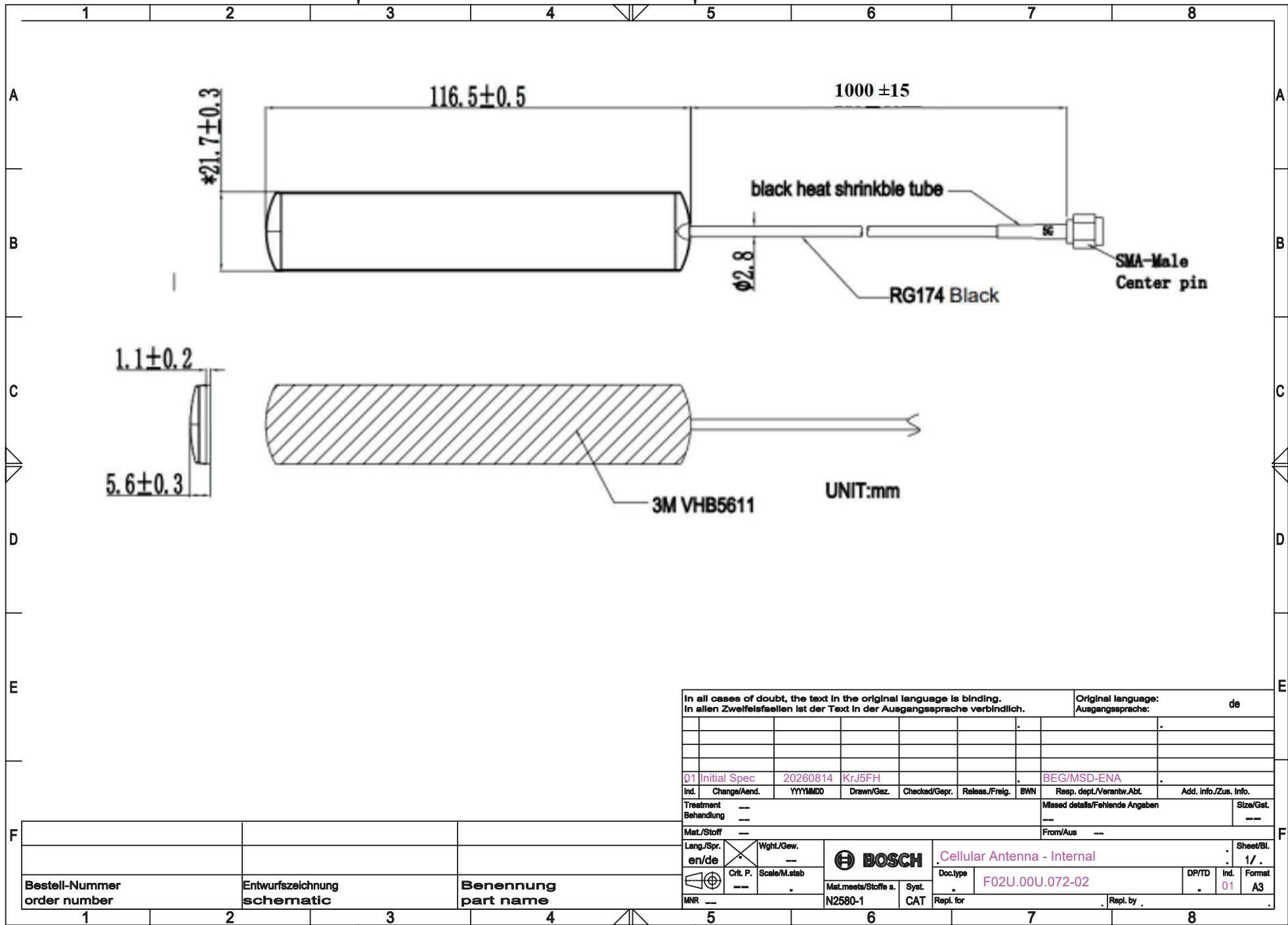




In all cases of doubt, the text in the original language is binding. In allen Zweifelsfällen ist der Text in der Ausgangssprache verbindlich.							Original language: Ausgangssprache:		de
01	Initial Spec	20260814	KrJ5FH				BEG/MSD-ENA		
Ind.	Change/Aend.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Released/Freig.	BWN	Resp. dept./Verantw.Abt.	Add. info./Zus. Info.	
Treatment Behandlung							Missed details/Fehlende Angaben		Size/Gst.
Mat./Stoff							From/Aus		---
Lang./Spr.		Wght./Gew.					Combination Antenna - Internal		Sheet/Bl.
en/de		----							
	Crit. P.	Scale/M.stab	Mat.meets/Stoffe s.				Doc.type	F02U.00U.095-01	DP/TD
	----	.							
MNR	---		N2580-1	CAT	Repl. for		Repl. by		Ind.
									01
									Format
									A3

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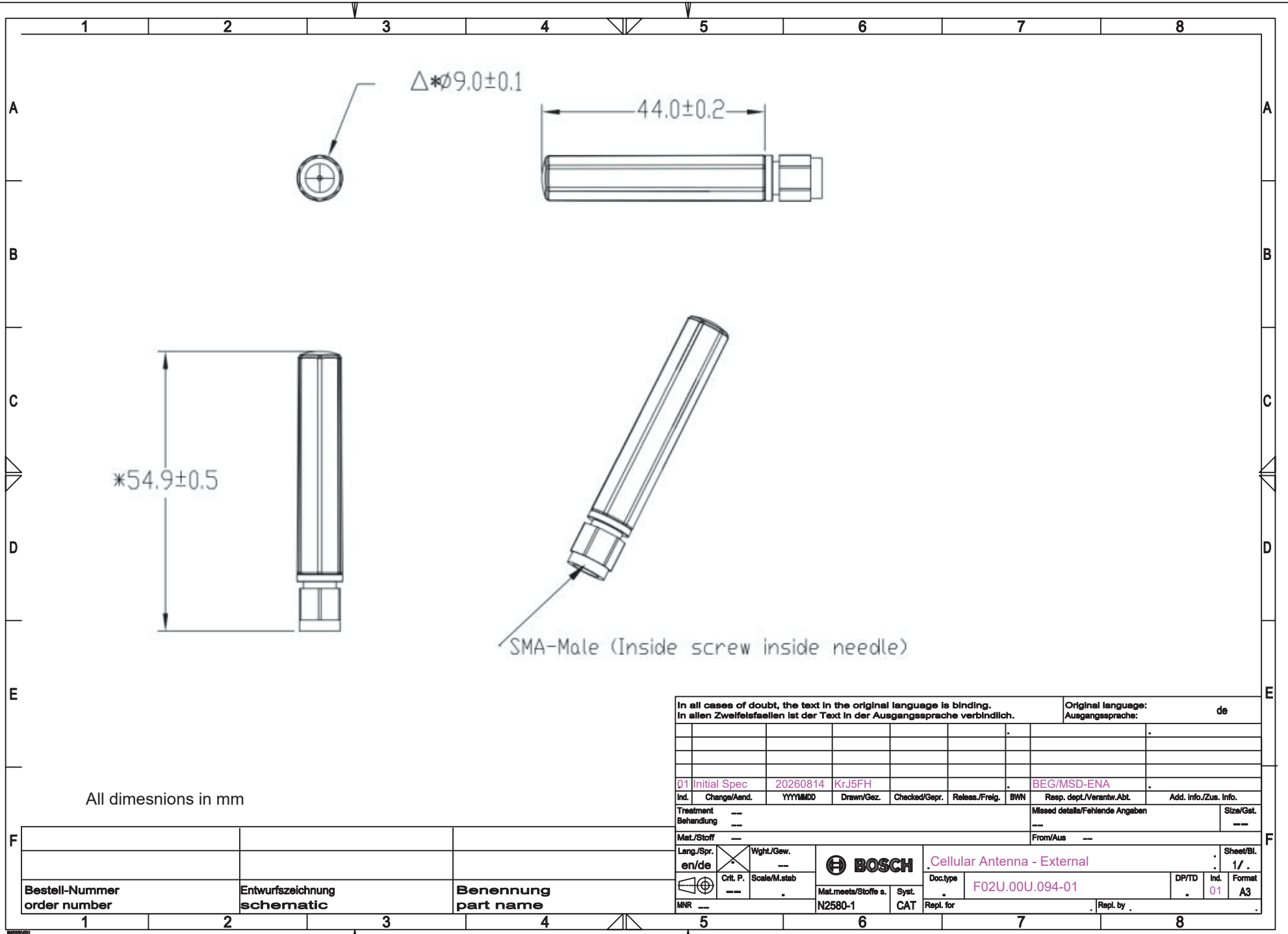
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In all cases of doubt, the text in the original language is binding. In allen Zweifelsfällen ist der Text in der Ausgangssprache verbindlich.							Original language: Ausgangssprache:		de
01	Initial Spec	20260814	KrJ5FH				BEG/MSD-ENA		
Ind.	Change/Aend.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Released/Freig.	BWN	Resp. dept./Verantw.Abt.	Add. info./Zus. Info.	
Treatment Behandlung							Missed details/Fehlende Angaben		Size/Gst.
Mat./Stoff							From/Aus		---
Lang./Spr.		Wght./Gew.	 BOSCH				Cellular Antenna - Internal		Sheet/Bl.
en/de	----	----							1/.
	Crit. P.	Scale/M.stab	Mat.meets/Stoffe s.		Syst.	Doc.type	F02U.00U.072-02		DP/TD
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MNR	---		Mat.2580-1	CAT	Repl. for		Repl. by	01	A3

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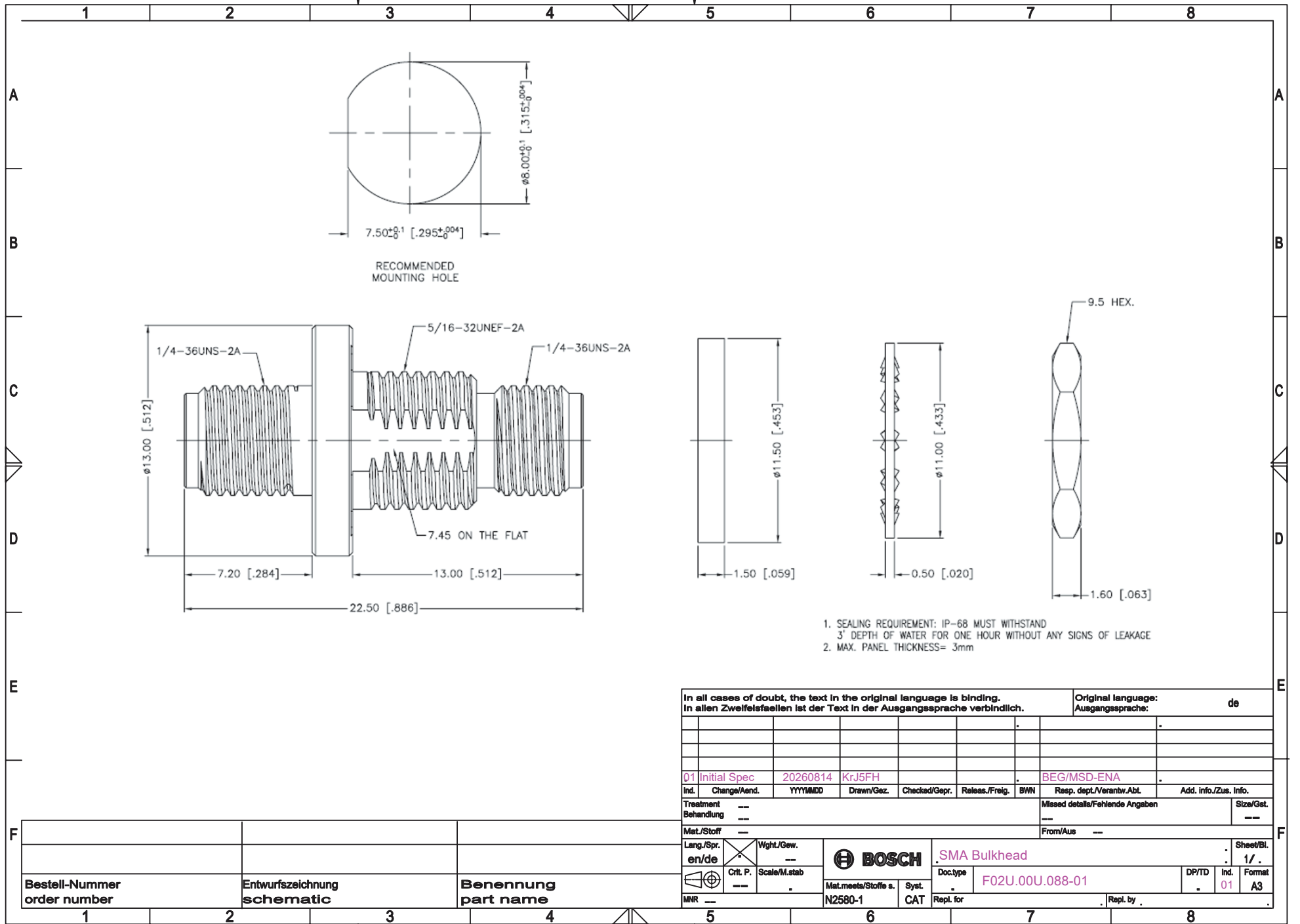
This drawing is the exclusive property of Robert Bosch GmbH. Without their consent it may not be reproduced or given to third parties.

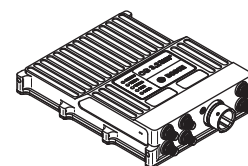
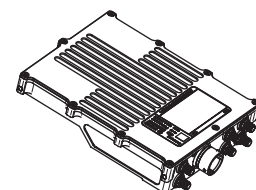
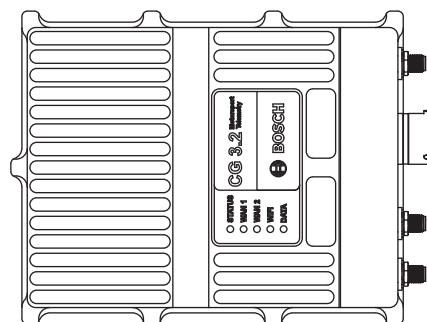
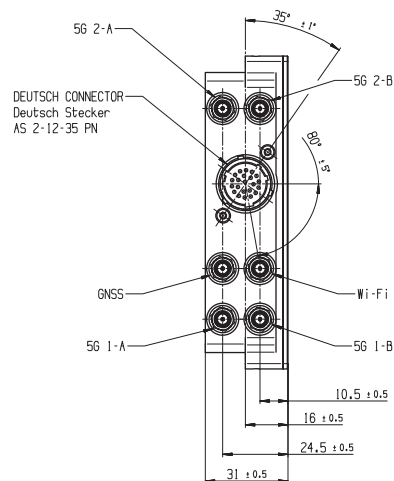
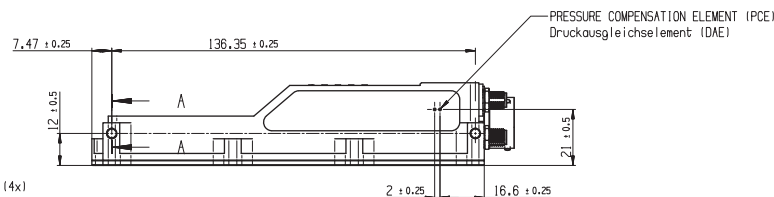
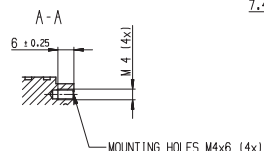
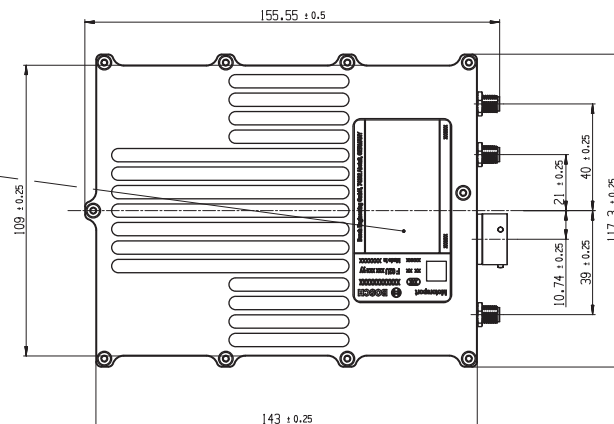
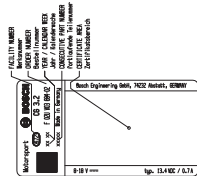


In all cases of doubt, the text in the original language is binding. In allen Zweifelsfaellen ist der Text in der Ausgangssprache verbindlich.							Original language: Ausgangssprache:			de			
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Ind.	Change/Aend.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Released/Freig.	BWN	Resp. dept./Verantw.Abt.			Add. info./Zus. Info.			
Treatment Behandlung							Missed details/Fehlende Angaben ---				Size/Gst. ---		
Mat./Stoff							From/Aus						
Lang./Spr.		Wght./Gew.						. Cellular Antenna - External				Sheet/Bl.	
		Crit. P.										1/.	
		Scale/M.stab		. 00U.094-01				DP/TD		Ind.	Format		
								A3					
MNR				Mat.meets/Stoffe s.		Syst.	Repl. for				Repl. by		
				N2580-1		CAT							

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GENERAL DESCRIPTIONS AND REFERENCES FOR THE DRAWING:
Allgemeine Angaben und Hinweise zur Zeichnung:

THE MODEM CAN DEViate FROM THIS DRAWN CONSTRUCTION IN NOT DIMENSIONED NON-FUNCTIONAL GEOMETRIES.
Das Modem kann in unbemessenen nicht funktionsrelevanten Geometrien von der Darstellung in dieser Zeichnung abweichen.

IT HAS TO BE ASSURED IN MOUNTING POSITION THAT WATER CANNOT INFILTRATE THROUGH WIRING HARNESS INTO THE MODEM.
Es muss im Einbau sichergestellt sein, dass ueber den Leitungsstrang kein Wasser in das Modem gelangen kann.

IT HAS TO BE ASSURED IN MOUNTING POSITION THAT THE PRESSURE COMPENSATION ELEMENT AND THE SEALING IN THE REVOLVING GROOVE DO NOT GET SUBMERGED IN WATER.
Es muss im Einbau sichergestellt sein, dass das DAE und die Dichtung im umlaufenden Nutbereich nicht in Wasser getaucht werden.

MODEM FULFILLS REQUIREMENTS ACCORDING TO PROJECT SPECIFIC TCD.
PERMITTED APPLICATION AREA: ACCORDING TO ENVIRONMENTAL CONDITIONS SPECIFIED IN PROJECT SPECIFIC TCD.
PERMITTED MOUNTING LOCATION: CHASSIS AND ENGINE COMPARTMENT, SO THAT THE ENVIRONMENTAL CONDITIONS SPECIFIED IN PROJECT SPECIFIC TCD ARE COMPLIED WITH.
Modem erfuellt Anforderungen nach projektspezifischer TKU.
Zulaessiger Einsatzbereich: Gemuess der in projektspezifischer TKU definierten Umweltbedingungen.
Zulaessiger Anbauort: Karosserie und Motorraum, so dass die in der projektspezifischen TKU beschriebenen Umweltbedingungen eingehalten werden.

MOUNTING MODEM IN VEHICLE:
Einbau Modem im Fahrzeug:

THE FASTENING OF THE MODEM IN THE VEHICLE HAS TO BE DESIGNED IN A WAY THAT BOUNCING OF MODEM AGAINST OTHER VEHICLE PARTS AND EVENTUALLY ADDITIONAL FASTENING ELEMENTS OF THE MODEM CANNOT OCCUR.
Die Befestigung des Modems im Fahrzeug muss so ausgefuehrt werden, dass ein Prellen des Modems gegen andere Fahrzeugteile und eventuell zusaetzliche Befestigungselemente des Modems ausgeschlossen ist.

WIRING HARNESS PLUG:
Kabelbaumstecker:

THE WIRING HARNESS PLUG IS NOT INCLUDED IN DELIVERY.
Der Kabelbaumstecker gehoert nicht zum Lieferumfang.

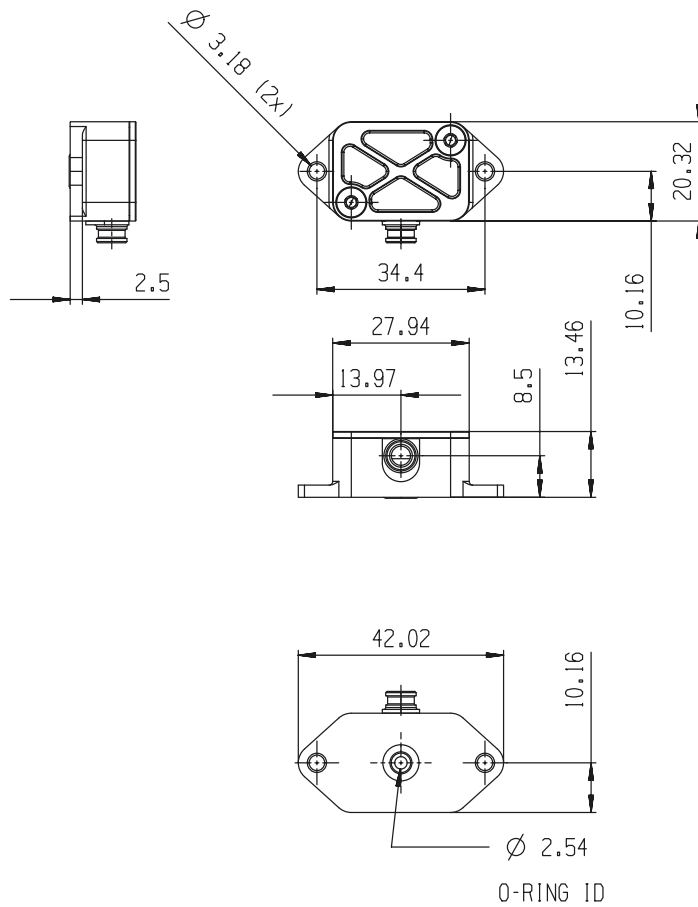
WIRING HARNESS NEEDS TO BE FIXED MECHANICALLY AT THE AREA OF MODEM IN A WAY THAT EXCITATION OF MODEM HAS THE SAME SEQUENCE.
Kabelbaume sind im Bereich der Anbaustelle des Modems mechanisch so abzufangen, dass eine phasengleiche Anregung des Modems erfolgt.

MAXIMUM INTERNAL TEMPERATURE ACCORDING TCD
WATER PROTECTION ACCORDING TCD
Maximale Innentemperatur gemuess projektspezifischer TKU
Eigenschaft gegen Eindringen von Feuchtigkeit gemuess projektspezifischer TKU

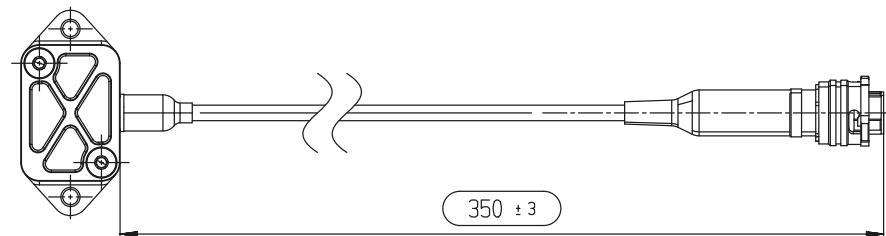
IN CASE OF ANY DEVIATION THE GERMAN TEXT IS BINDING
Im Falle einer Abweichung ist der deutsche Text bindend



1 inner size acc. to / Grossmaesse nach ISO 14405-1:2010-12 For missing TCD refer to 3D Data / Fehlende TCD siehe 3D-Daten F02U03684-02-001											
ORDER NUMBER Bestellnummer		F 02U V03 684-02									
+ +											



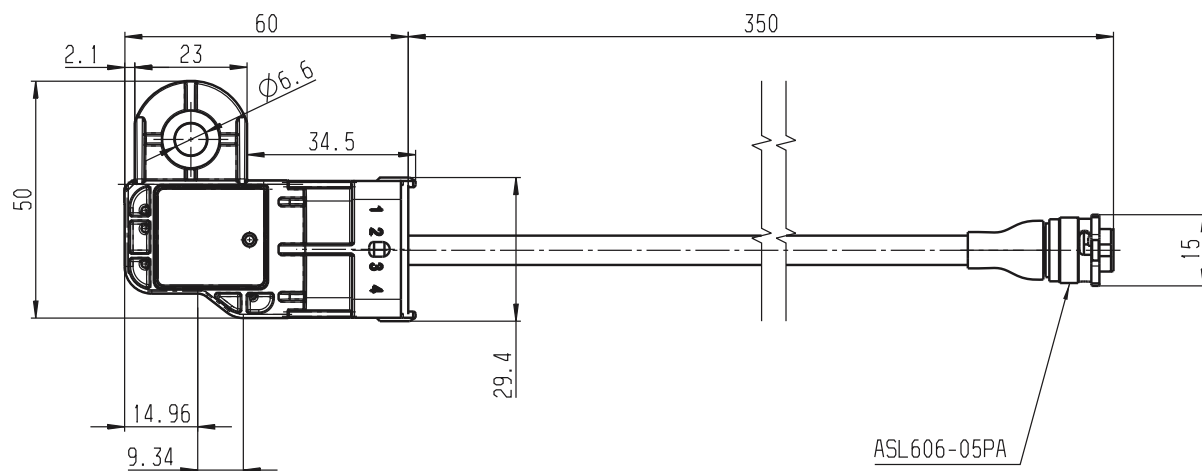
Sensor Pin Assignment			
Pin	AWG	Color	Description
1	24	Wht/Org	12V Sensor Supply
2	24	Wht/Blu	Sensor Ground
3	24	Wht	Sensor Signal
4	24	Unused	Unused
5	24	Unused	Unused



Connector	Pressure Range
ASL 6 06-05 PD-HE	10 - 115 kPa

Size acc. to / Masse nach	
ISO 14405-1:2010-12	
envelope principle/ Huellprinzip	Ⓔ

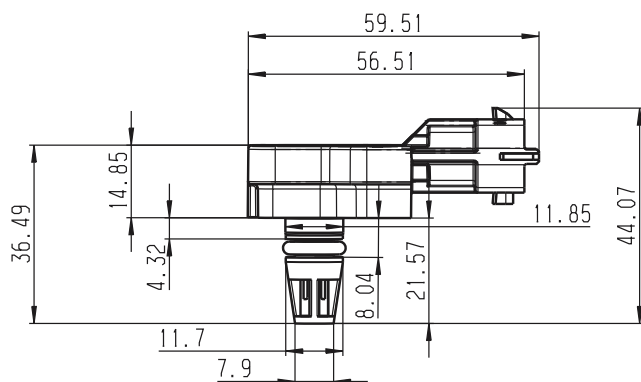
01 Update		20160909	hup2mtp	MuJ	MuJ	6720	BEG/MSD				
Ind.	Change/Änd.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Released/Freig.	BWN	Resp. dept./Verantw. Abt.	Add. info./Zus. Info.			
Treatment/ Behandlung							Missed Details/Fehlende Angaben		Size/Gst.		
Mat./Stoff							From/Aus				
Lang./Spr. en/de		Wght./Gew.		PRESSURE SENSOR DRUCKFUEHLER						Sheet/B1. 1 / 1	
		Crit. P.	Scale/M.stab 1:1	BOSCH		Doc. type DRW	F 02U VOU 267-01		DP/ID 000	Ind. 01	Format A3
MNR						Mat.meets/Stoffe s.	Syst. UG	Repl. for	Repl. by		



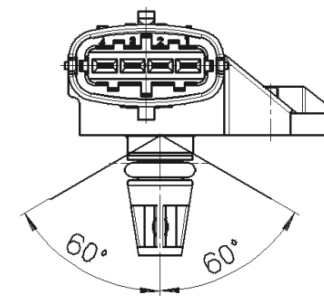
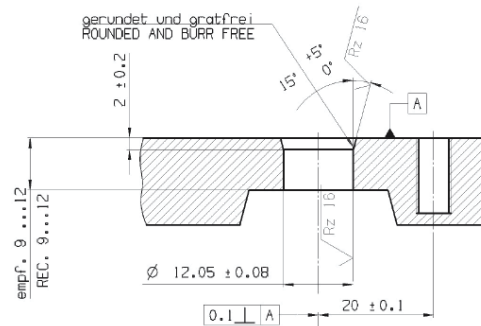
Pin Out	
1	Sens 5v
2	Sens GND
3	Signal
4	N-C
5	N-C
Mating Connector: ASL106-05SA	

Mounting Instructions:

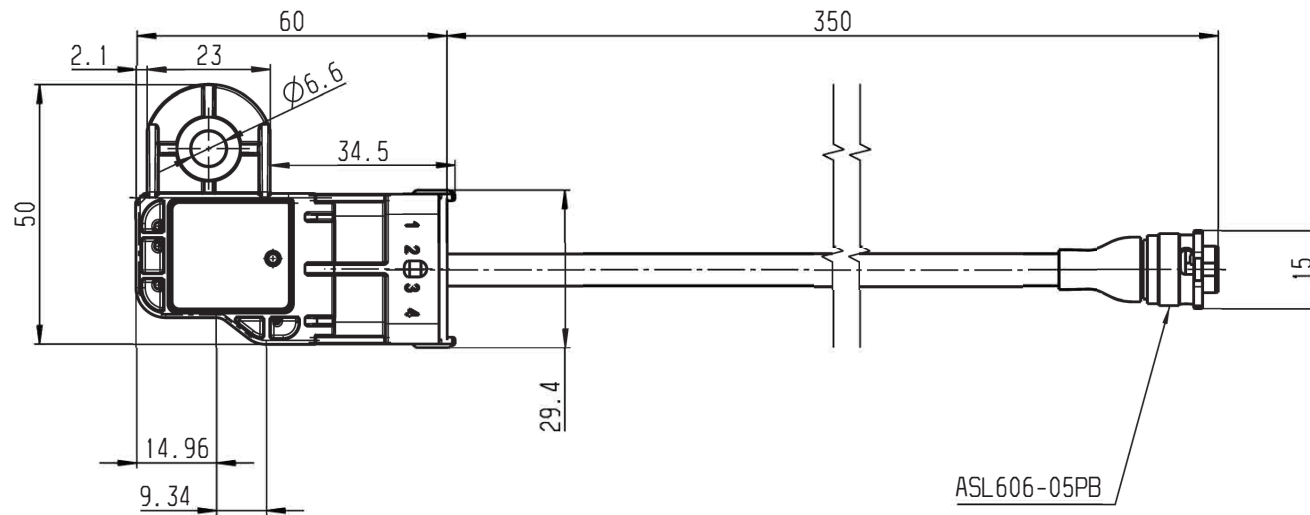
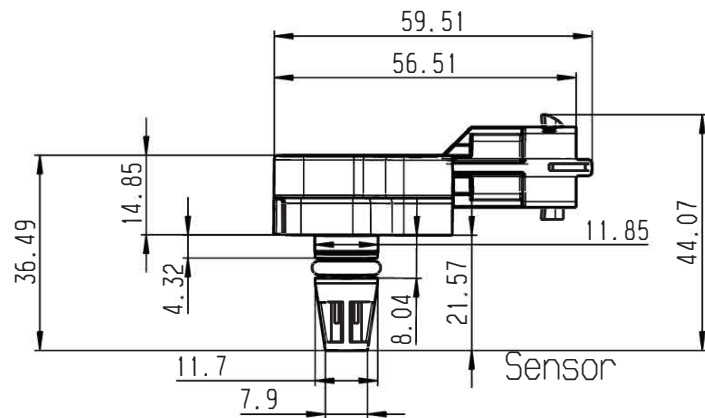
- Recommended position: 0...±60° in all directions from vertical; orifice facing downwards
- Sensor should be mounted on a flat surface, with the base of the sensor sufficiently supported
- Mounting screw: M6x1
- Installation torque: 3.3 Nm



Sensor



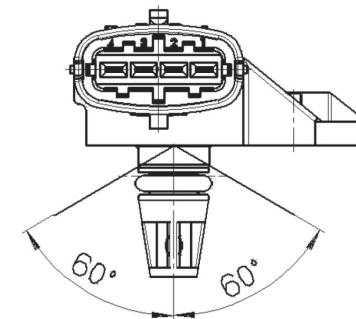
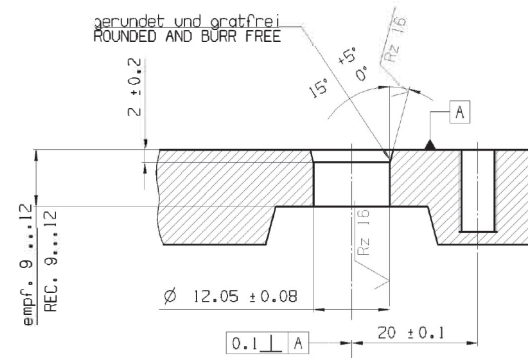
02 Mounting	20151203	BrK	BeJ	OhE	MSD	BEG/MSD-NA	.			
01 Initial	20151106	BrK	OhE	OhE	MSD	BEG/MSD-NA	.			
Ind. Change/Änderung	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Releas./freig.	BWN	Resp. dept./Verantw. Abt.	Add. info./Zus. Info.			
Lang./Spr.	Syst.	Wght./Gew.	Pressure Sensor: 1 Bar- IMSA					Sheet/Bl.		
en/de	CAT	--						1/1		
		Scale/M. stab	NTS	F02U.V0U.204-01				DP/TD		
								Ind.		
OFFER DRAWING				Repl. by				Forma		
ANGEBOTSZEICHN.								A3		



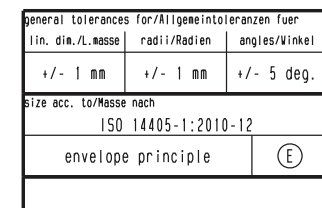
Pin Out	
1	Sens 5v
2	Sens GND
3	Signal
4	N-C
5	N-C
Mating Connector: ASL106-05SB	

Mounting Instructions:

- Recommended position: $0... \pm 60^\circ$ in all directions from vertical; orifice facing downwards
- Sensor should be mounted on a flat surface, with the base of the sensor sufficiently supported
- Mounting screw: M6x1
- Installation torque: 3.3 Nm

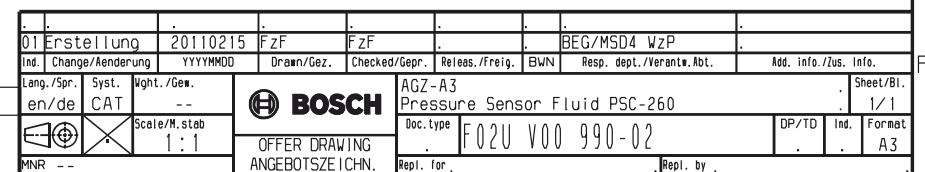


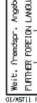
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Ind. Change/Änderung		WYYMMDD	Drawn/Gez.	Checked/Gepr.	Released/Freig.	BWN	Resp. dept./Verantw.Abt.	Add. info./Zus. Info.			
Lang./Spr.		Syst.	 BOSCH		Pressure Sensor: Boost- IMSA				Sheet/Bl.		
en/de		CAT			1/1						
		Scale/M. stab	OFFER DRAWING ANGEBOOTSZEICHN.		Doc. type F02U.VOU.205-02				DP/TD	Ind.	Format
MNR --		NTS			Repl. for						A3
					Repl. by						



Order Number	Temperature Range	Pressure Range
F02U.V0U.194-01	-40 - +140 deg. C	0-1000 kPa (rel.)

01	Initial	20160316	JnP	MSD2		BEG/MSD2-NA		
Ind.	Change/Rend.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Releas./Freig.	BjWN	Resp. dept./Verantw.Abl.	Add. info./Zus. Info.
Lang./Spr.	Syst.	Wght./Gew.						Sheet/Bl.
en/de	CAT							1/1
		Scale/H. stab						Format
		1:1						A3
BOSCH			Pressure Sensor Druckfuehler					
OFFER DRAWING ANGEBOTSZEICHN			Doc. type AGZ		F02U.VOU.194-01		DP/ID 000	Ind. 01
MNR			Repl. for		Repl. by			





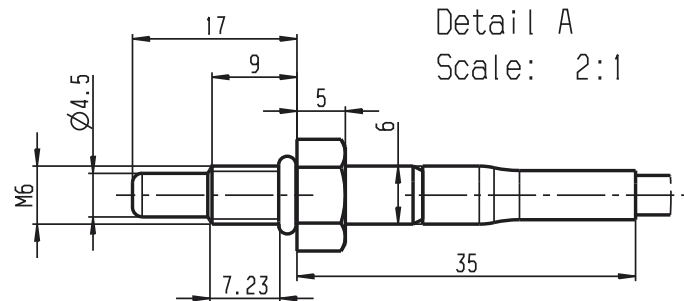
- RB-Gewährleistung fuer die Funktion des Stecksystems nur bei Verwendung der in dieser Angebotszeichnung vorgeschriebenen Gegenstecker-Systemteile.
- Erste Abstützstelle des Kabels max. 150mm nach der Steckverbindung (gestreckte Kabellänge). Sie muss auf dem Sensorträger liegen.
- Abwicklung des Kabels (Abweichung von der geraden Linie) zwischen Kabelabgang am Sensor und erster Abstützstelle: 20...90°
- Zulaessiger Biegeradius des Kabels bis zur ersten Abstützstelle: $R \geq 50mm$
- Einbauvorschrift siehe zugehoerige Railangebotszeichnung bzw. Rail-TKU
- Max. zulaessige Einschraubbelastung: 35Nm
- Montagehinweis siehe Y 261 F26 048

IMPORTANT NOTES

- RB WARRANTY WILL COVER THE FUNCTION OF THE CONNECTOR SYSTEM ONLY IN CASE OF COMBINATION WITH HARNESS CONNECTOR SYSTEM PARTS ACCORDING TO THIS OFFER DRAWING.
- FIRST CABLE MOUNTING POINT MAX. 150 MM AFTER THE PLUG (STRAIGHT CABLE LENGTH). IT MUST BE LOCATED ON THE SENSOR CARRIER.
- ANGLE OF BENDING THE CABLE (DEVIATION FROM STRAIGHT LINE) BETWEEN CABLE EXIT AT SENSOR AND FIRST MOUNTING POINT: 20...90°.
- ADMISSIBLE BENDING RADIUS OF THE CABLE UP TO THE FIRST CABLE MOUNTING POINT: $R \geq 50\text{mm}$.
- INSTALLATION INSTRUCTIONS SEE CORRESPONDING OFFER DRAWING RAIL RESPECTIVELY TKU RAIL
- MAX. AUTHORIZED STRESS TO SCREW IN: 35Nm
- ASSEMBLY INSTRUCTIONS SEE Y 61 F26 04B

0 261 804 407	0 261 545 040	0 261 545 040	0 261 K00 109-000
Entwicklungsnummer DEVELOPMENT NUMBER	Bestell - Nummer ORDER NUMBER	Typ - Aufschrift TYPE DESIGNATION	Datenblatt (TKU) DATA SHEET

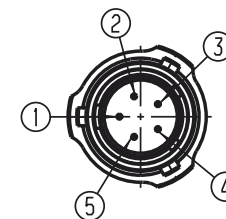
Night tool, Masse NON TOLERATED DIMENSIONS				190 E	Massstab SCALE	2:1	1:1	Gewicht WEIGHT	35,3 g
± mm, ±5					Angebots- zeichnung		OFFER DRAWING		
Dokumentenart/- DOCUMENT TYPE AGZ				Gr-Stk VOLUME		Datum/ DATE		Benennung/ TITLE	
				14.12.2007		Nr		RAIL PRESSURE SENSOR	
				ges/APP		Original: 65-SI/ENS		DS-HD-KV4.2, 26 MPa	
				DIN A2		Nr./ NO.		0 261 A04 407	
						de/en		Blatt/ SHEET 1/1	
No. Änderung CHANGE				gez. / OWN. VALID		gepr. / CHK.		Ersch./ REPLACES	
				LUG		Ersch./ REPLACES		Ersch./ REPLACES	



Detail A
Scale: 2:1



View A
Scale: 2:1

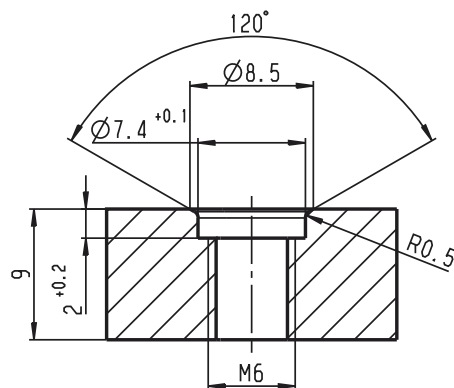
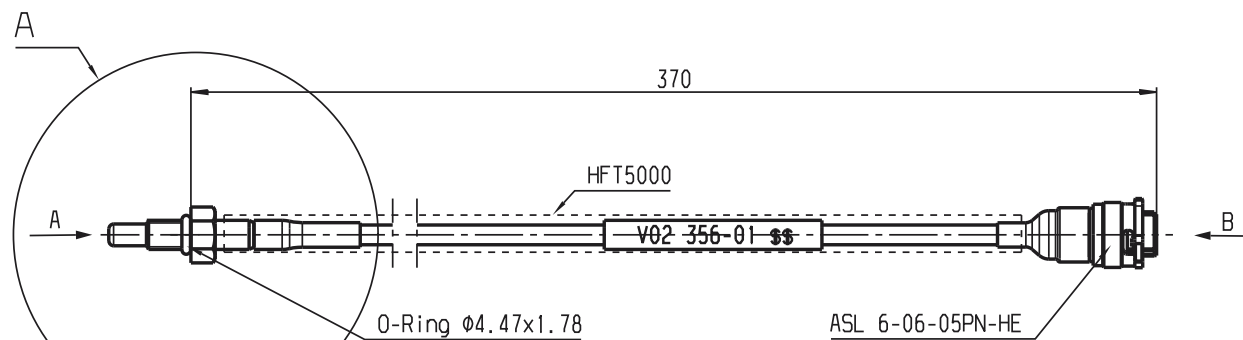


View B
Scale: 2:1

- 1: n.c.
2: Signal -
3: Signal +
4: n.c.
5: n.c.

ASL 6-06-05PN-HE

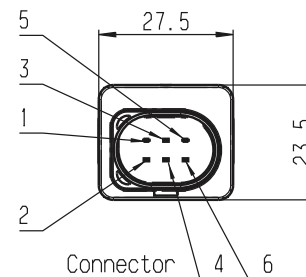
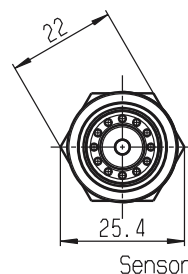
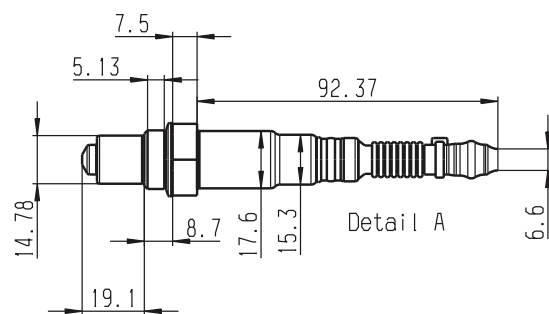
Installation
Recommendation
Scale: 3:1



Tightening Torque: 8Nm

F 02U V02 356-01 DH	-55...300
Order Number	Temperature Range [°C]
Bestellnummer	Temperaturbereich [°C]

01 Erstellung		20151126	SKR	672	BEG/MSD-P Behrens	
Ind.	Change/Änd.	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Release./Freig.	BWV Resp. dept./Verantw.Abl.
Lang./Spr.		Syst.	Wght./Gew.	Temperature Sensor NTC-M6HS		
en/de		CAT	--	Temperatursensor NTC-M6HS		
		Scale/H.stab	1:1	Doc. type AGZ F 02U V02 356-01		
MINR --				DP/TO Ind.		Sheet/Bil. 1/1
OFFER DRAWING			Rep. for.		Rep. by	
ANGEBOTSZEICHN.					Format A3	



Pin Out	
1	IP
2	VM
3	RH
4	VS
5	IA
6	US
Mating Connector:	
D261 205 356-01	

Installation Torque:	
40-60 Nm	

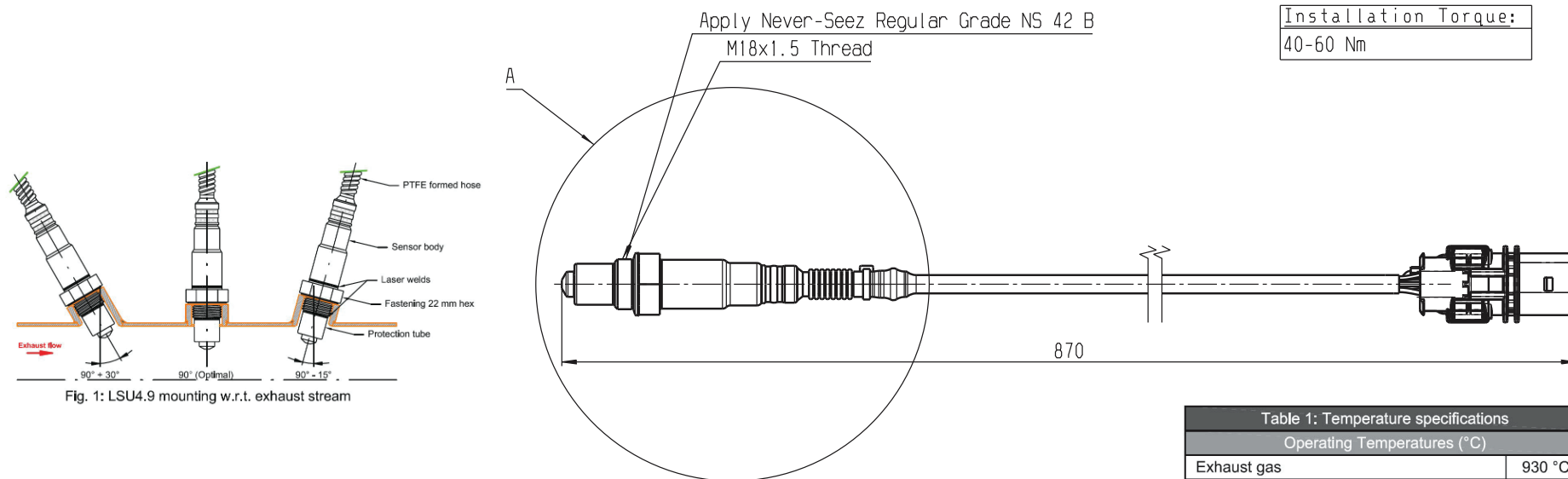


Fig. 1: LSU4.9 mounting w.r.t. exhaust stream

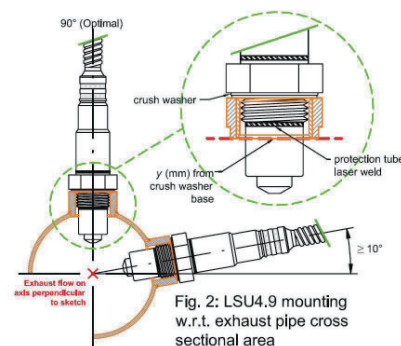


Fig. 2: LSU4.9 mounting w.r.t. exhaust pipe cross sectional area

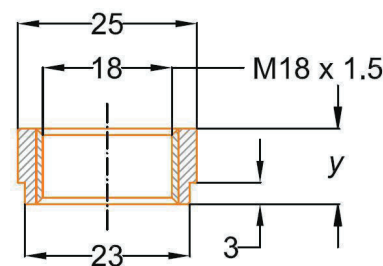


Fig. 3: LSU4.9 thread boss

Table 2: Thread boss depth specifications		
Operating Temperatures (°C)		y (mm)
Exhaust gas	< 930	10.5
Fastening 22 mm hex	< 600	10.5
Exhaust gas	≥ 930	13.0
Fastening 22 mm hex	≥ 600	13.0

Table 1: Temperature specifications	
Operating Temperatures (°C)	
Exhaust gas	930 °C
Fastening 22 mm hex	600 °C
PTFE formed hose (sensor slide)	250 °C
PTFE formed hose (upper hose crimp)	200 °C
Cable / protective sleeve	250 °C
Connector (OEM)	140 °C
Maximum Temperatures (°C)	
Exhaust Gas	1030 °C
Fastening 22 mm hex	680 °C

02 Mounting	20151203	BrK	BeJ	OhE	MSD	BEG/MSD-NA	.
01 Initial	20151106	BrK	OhE	OhE	MSD	BEG/MSD-NA	.
Ind. Change/Änderung	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Releas./Freig.	BWN	Resp. dept./Verantw. Abt.	Add. info./Zus. Info.
Lang./Spr.	Syst.	Wght./Gew.	LSU 4.9- IMSA				
en/de	CAT	--	Doc. type				
Scale/M. stab	NTS	0 258.988.001					Sheet/Bl. 1/1
MNR	--	Repl. for					Repl. by
OFFER DRAWING		ANGEBOTSZEICHN.		DP/TD		Ind.	Format A3



OFFER DRAWING

ANGEBOTSZEICHN.

Vibration Profile 1

Broadband noise: 8h/direction

Frequency (Hz)	Acceleration density (m/s ²) ² /Hz
20	50.4
55	26.0
180	1.0
300	1.0
360	0.56
1,000	0.6
2,000	0.6
Effective value a_{eff}	55.4 m/s ²

Sine: 8h/direction

Frequency (Hz)	Acceleration peak (m/s ²)
100	50
180	200
250	200
350	60
2,000	60



<u>Customer Information</u>				PO Number:		Customer PO# if issued	
Team Name				Contact Name			
Car Make and Competition Class				Contact Email / Phone Number			
Shipping Preference (FedEx or UPS)				Shipping Address Line 1			
Shipping Account Number				Shipping Address Line 2			

Dealer Contact Information	CMS		Email	colin@gomuchfaster.com
	Florida		Phone	+1 (813) 482-2178
	Sakata Motorsport Electronics		Email	brian@sakatomotorsport.com
	California		Phone / Fax	+1 (714) 446-9473 / +1 (714) 446-9247
	Mech-Tronic		Email	mech-tronic@verizon.net
	New York		Phone / Fax	+1 (631) 423-0523 / +1 (631) 423-7769

Product Description	Part Number	Qty.	Use Case	2027 Price	Tariff Charge	Total Price	Comments
Spec Kit							
GTD Kit (MS6-SCR with USB, VMPS+Antenna)	F02U.V0U.444-01			\$ 12,605.61	\$ 684.48	\$ 13,290.10	
IMSA GTD 1 Modem Kit, CG3.2 (IMSA + Team Data, DirectLink Token)	F02U.V0U.493-01			\$ 15,757.00	\$ 336.39	\$ 16,093.39	
IMSA GTD 1 Modem Kit, CG3.2 (IMSA + Team Data, DirectLink Token) - Endurance Cup Only	F02U.V0U.494-01			\$ 13,293.00	\$ 336.39	\$ 13,629.39	
IMSA GTD 1 Modem Kit, CG3.2 (IMSA Data Only)	F02U.V0U.495-01			\$ 13,450.00	\$ 336.39	\$ 13,786.39	
IMSA GTD 1 Modem Kit, CG3.2 (IMSA Data Only) - Endurance Cup Only	F02U.V0U.496-01			\$ 11,661.00	\$ 336.39	\$ 11,997.39	

Please note that antenna cables are not included with Spec Kits and must be purchased separately. Available cable options are listed below

Spec Sensors							
Pressure Sensor - 0-1.15 Bar	F02U.V0U.267-03		Plenum, Inlet Port (NA)	\$ 512.41	\$ 27.82	\$ 540.24	
Pressure Sensor - 0-1.15 Bar (Automotive Connector)	F02U.V0U.204-01		Plenum, Inlet Port (NA)	\$ 332.06	\$ 18.03	\$ 350.09	
Pressure Sensor - 0-3.5 Bar	F02U.V0U.205-01		Boost (Turbo)	\$ 332.06	\$ 18.03	\$ 350.09	
Temperature Sensor - M6	F02U.V02.356-01		Engine, Cockpit	\$ 512.41	\$ 27.82	\$ 540.24	
Lambda Sensor	0258.988.001		Lambda	\$ 173.99		\$ 173.99	

Individual Spare Parts							
MS6 SCR with USB	F02U.V03.353-01			\$ 9,786.80	\$ 531.42	\$ 10,318.23	
VMPS	F02U.V0U.445-01			\$ 2,808.20	\$ 152.49	\$ 2,960.69	
VMPS Antenna	F02U.00U.091-01			\$ 246.13	\$ 13.36	\$ 259.49	
VMPS Antenna Cable 66"	F02U.00U.092-01			\$ 109.27	\$ 5.93	\$ 115.21	
VMPS Antenna Cable 96"	F02U.00U.092-02			\$ 109.27	\$ 5.93	\$ 115.21	
VMPS Antenna Cable 120"	F02U.00U.092-03			\$ 109.27	\$ 5.93	\$ 115.21	
VMPS Antenna Cable 160"	F02U.00U.092-04			\$ 109.27	\$ 5.93	\$ 115.21	
LTE65/CG 3.2 SMA Bulkhead (1 is required for external antenna)	F02U.00U.088-01			\$ 38.19	\$ 2.07	\$ 40.27	
LTE65/CG3.2 SMA Cable 90deg plug, 66" (1 of -01 or -02 is required for external antenna)	F02U.00U.089-01			\$ 98.66	\$ 5.36	\$ 104.02	
LTE65/CG3.2 SMA Cable 90deg plug, 120" (1 of -01 or -02 is required for external antenna)	F02U.00U.089-02			\$ 109.27	\$ 5.93	\$ 115.21	
LTE65/CG3.2 Internal Diversity Antenna (1 is required)	F02U.00U.072-02			\$ 55.17	\$ 3.00	\$ 58.16	
LTE65/CG3.2 External Antenna (1 is required)	F02U.00U.094-01			\$ 21.60	\$ 1.17	\$ 22.77	
CG 3.2 Internal Combination Antenna (1 is required for CG 3.2)	F02U.00U.095-01			\$ 109.30	\$ 5.93	\$ 115.23	
CG 3.2 Gateway	F02U.V03.684-03			\$ 6,195.00	\$ 336.39	\$ 6,531.39	
Pitstand Loom	F02U.V0U.486-01			\$ 980.00	\$ 53.21	\$ 1,033.21	
CG 3.2 In-Car Adapter Option 1 (autosport connectors)	F02U.V0U.510-01			\$ 1,050.00		\$ 1,050.00	
CG 3.2 In-Car Adapter Option 2 (DTM connectors)	F02U.V0U.518-01			\$ 875.00		\$ 875.00	

LTE65 Services							
Annual Data Plan - IMSA GTD Kit	F02U.V0U.475-01			\$ 12,014.69		\$ 12,014.69	
Annual Data Plan - GTD Endurance Cup Only Kit, 5 events	F02U.V0U.476-01			\$ 6,551.06		\$ 6,551.06	
Annual Data Plan - IMSA GTD Single Modem	F02U.V0U.477-01			\$ 6,551.06		\$ 6,551.06	
Annual Data Plan - GTD Endurance Cup Only Single Modem, 5 events	F02U.V0U.478-01			\$ 3,551.89		\$ 3,551.89	
Annual Data Plan - Spare Modem	F02U.V0U.355-01			\$ 1,304.91		\$ 1,304.91	

CG 3.2 Services							
Annual Data Plan - GTD TX Modem, IMSA Data Only	F02U.V0U.497-01			\$ 7,780.00		\$ 7,780.00	
Annual Data Plan - GTD TX Modem, IMSA Data Only - Endurance Cup Only	F02U.V0U.498-01			\$ 5,991.00		\$ 5,991.00	
Annual Data Plan - GTD Team Data Unlock (TX + DirectLink Token)	F02U.V0U.499-01			\$ 3,795.00		\$ 3,795.00	
Annual Data Plan - RX Modem	BG02.000.073			\$ 2,875.00		\$ 2,875.00	
Annual Data Plan - DirectLink Token	BG02.000.069			\$ 2,530.00		\$ 2,530.00	
Annual Data Plan - Spare Modem	F02U.V0U.492-01			\$ 1,395.00		\$ 1,395.00	

Notes

Credit card/other fees may apply as long as teams have some option to pay the listed price.

Track sales are subject to a 10% surcharge to teams.

Parts are only able to be dispatched after payment has been verified.

Shipping charges are additional to kit/piece prices.

All prices are in USD and are valid until 12/31/2027.

12 Revisions

V0.2	Initial Draft Release
V0.3	VMPS Drawing Added Leaderlight Integration added to harness
V0.4	Recommended mating connectors added Order form updated to include dealer contact info
V0.4.1	Option added for induction engine speed sensor connector Updated engine speed sensor regulatory verbiage
V0.4.2	Updated CAN Isolator guidance
V0.4.3	Additional loom certification guidance
V0.4.5	Updated P/N for 0-1.15 bar pressure sensor
V1.1.0	Updated for 2024 system architecture
V1.2.1	Added guidance for loom certification, TPMS functional description update
V1.3.0	Single CAN bus option added.
V1.3.2	Telemetry requirement added, order form and part number changes
V1.3.3	Order form updated – telem package and cables updated.
V1.3.4	Private Telemetry antenna installation updated for clarity, schematic updated with a second connector option for private telemetry
V1.3.5	Added reference to new single CAN DBC
V1.4.0	Updated for 2025 system architecture - torque sensor, wheel speed, and fuel probe sensor requirements updated
V1.4.1	Wiring diagram update to include fuel probe sensor. Grammatical and format corrections
V1.4.2	Updated links. Updated scrutineering diagnostics port mounting example. Regulatory updates
V1.4.3	Torque sensor, Wheel speed, Throttle position, TPMS and fuel probe sensor requirements updated. USB wire shielding. Grammatical and format corrections. Updated scrutineering diagnostics port mounting example Updated PPU Test Mode Function Description
V1.4.4	Updated Formatting CAN Specification wording, fuel probe requirement Instances of "Scrutineering Homologation" -> Technical Eligibility Form Display Pages updated Scrut Wiring diagram update to C57 TPMS requirement Updated to 2025 Bosch Ordering Form FIA CAN4 Pin Out moved to Pin# 17-20
V1.4.5	3.2 Sensor section updated with Airbox Pressure Sensor(s) 4.2.2, 4.2.5, and 4.2.6 Diagram Image quality improvement
V1.4.6	Removed restrictor throat pressure from 3.2. Added Airbox pressure description to 3.2.1 (1 Bar pressure sensor).

V1.5.0	Section 3.1.6: Add labeling requirement to USB/Diag ports. Changed all references of "scrutineering system homologation" to "Technical Eligibility Form". Section 3.2.5: change from 2024 to 2025 Added polarity specification to Engine speed sensor. Section 3.3: arriving to <i>pre-event</i> inspection.
V1.5.1	CAN in 3.2.9
V1.5.2	PPU Testmode Description update: messages to be sent on CAN Echo, message ID 0x247, instead of Delta 0x269, 0x270
V1.5.3	3.1.2 XAP brightness control 0-255 interpolation description updated
V1.5.4	3.1.6 USB/Diag port labeling requirements updated; port picture updated
V1.5.5	3.1.7 X2 optional 2 nd transponder for 2026 3.2.6 Torque sensor wiring requirement 4.2.7 PPU Test Mode Function Description update IMSA GTD Scrut Loom Wiring Diagram updated for optional 2 nd X2 transponder 5.0 Bosch Germany added as loom certifier
V1.5.6	Updated Cost Sheet
V1.5.7	3.1, 3.2.1, 3.6, and Cost Sheet updated Sensor F02U.V0U.267-02 to -03 3.1.5 VMPS cable routing description Scrut Wiring Diagram: Raychem DR-25 as cover material Scrut Wiring Diagram: C35-A,B input < 12V 4.2.7 IMSA PPU Test Mode Description 4.2.8 Non-IMSA PPU Test Mode Description 4.2.8 Removed 'Pit-in' references for fueling
V1.6.0	References of PN: F02U.V0U.205-01 updated to -02 References of 2025 Regulations updated to 2026 Pricing Sheet updated to 2026
V1.6.1	Removed section 4.2.8 2025 / Old PPU Test Mode Function Description 4.2.7 added to new Test Mode Function Description: Setting Front/Rear Tire Pressure Limits 3.1.5 added image and reference to VMPS update status marker
V1.6.2	3.1.3 Telemetry Reset permission requirement 3.1.5 added image and reference to BSI Filter
V1.6.3	Formatting/Grammar Fixes
V1.7.1	3.1 Added information on CG 3.2 Apdx: Updated SCR wire diagram Apdx: Added part drawings
V1.7.2	Updated Formatting
V1.7.3	Quickfixes, added LTE65 and CG3.2 status indicator lights

V1.7.4	Update to CG3.2 part numbers and kit PNs, additional descriptions for CG3.2 required parts
V1.7.5	Addition of harness schematic for team builds.

	Addition of guidelines for using of CG Expansion connections.
V1.7.6	CG3.2 and VMPS part number correction. Reverted boost sensor PN from 205-02 to 205-01 until current stock depleted.

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