



IMSA GTD Scrutineering System

Manual

V1.5.5 7/25/2025

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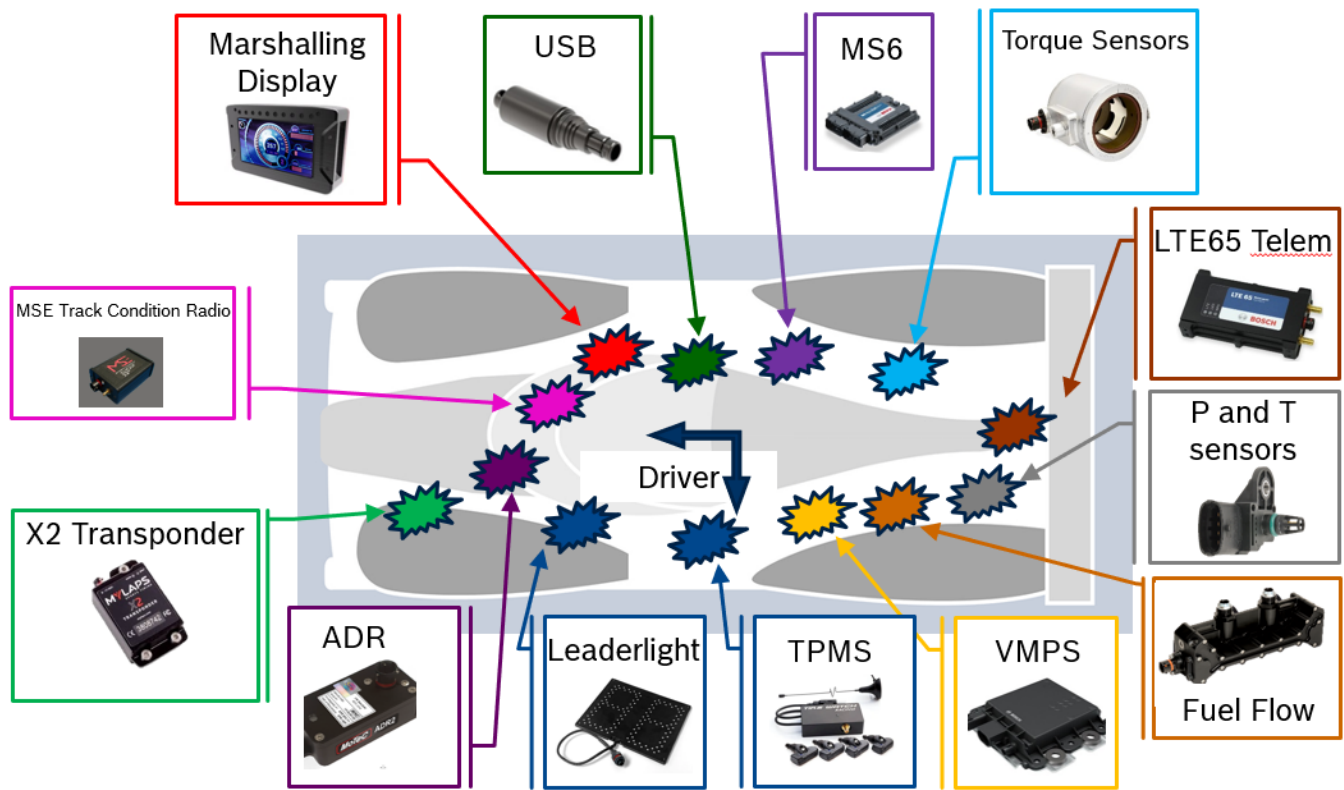
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1 Scope

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.267-02	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.072-01	LTE65 Internal Antenna	LTE65 Internal Under-glass Antenna
F02U.00U.087-01	LTE65 External Antenna	LTE65 External Dipole 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

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 Telemetry – 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 provided in the kit. 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

External Antenna Parts (1 of each is required):

Antenna: F02U.00U.087-01

SMA Bulkhead: F02U.00U.088-01

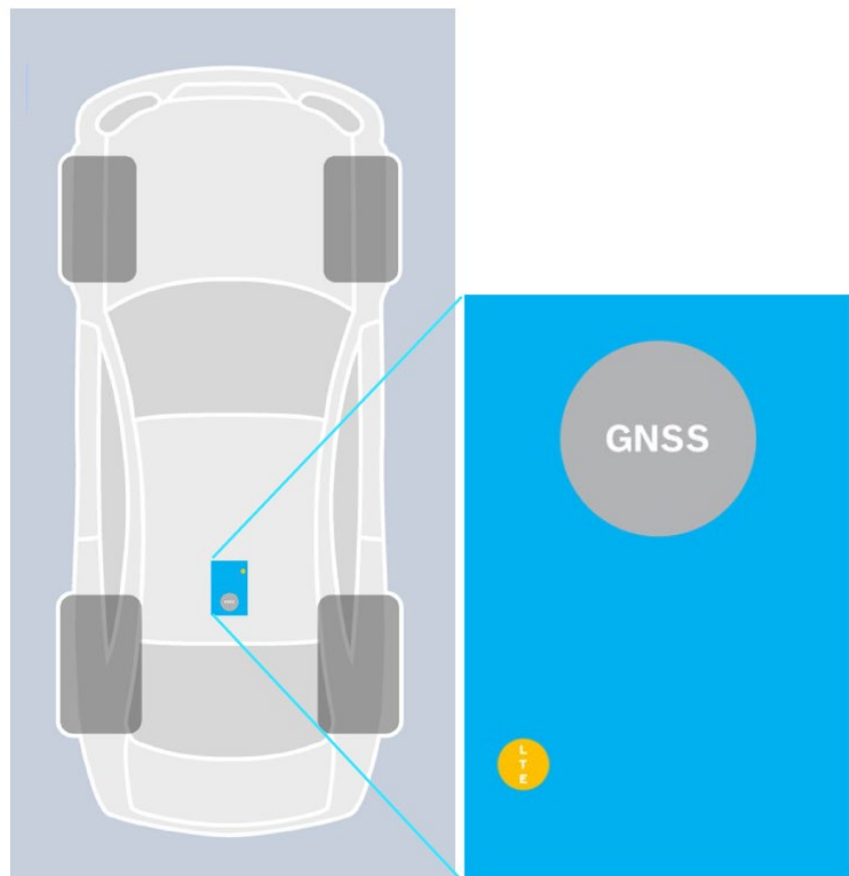
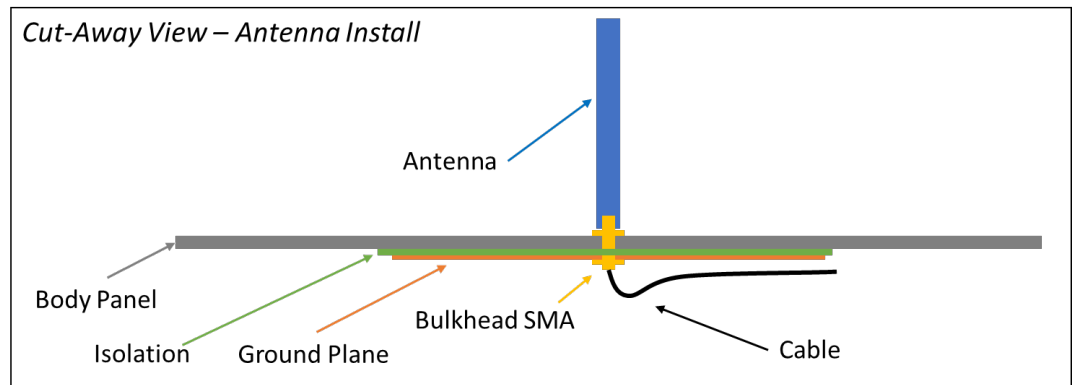
Cable (if not provided by competitor): F02U.00U.089-01 (66" length) OR F02U.00U.089-02 (120" length)

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 - allowing for free control of the telemetry stream by competitors. To connect the team private telemetry stream to the Scrutineering System LTE65, use C1 (Scrutineering OEM I/F) or C59 (Private Telem I/F). The power supply from the MS6 to the LTE65 in the schematic must be respected.

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.



3.1.4 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.

3.1.5 IMU/GNSS – VMPS

Functional Description: 6 axis inertial measurement unit with GNSS.

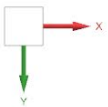
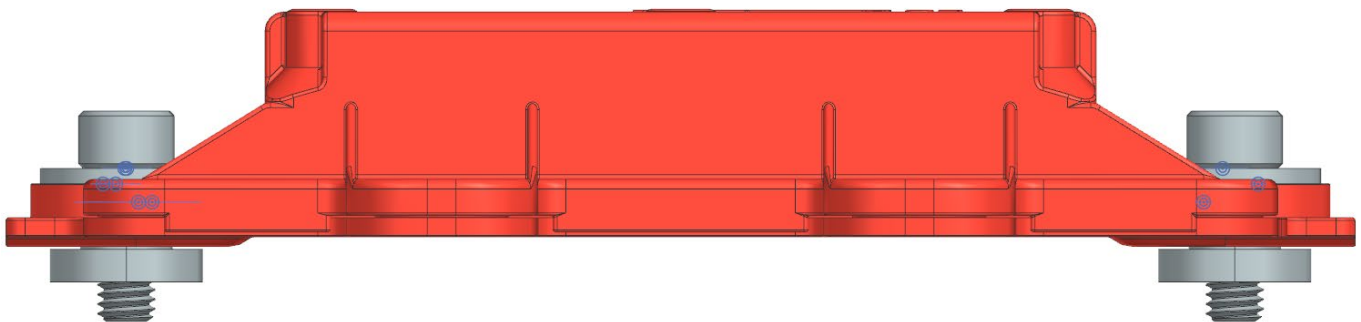
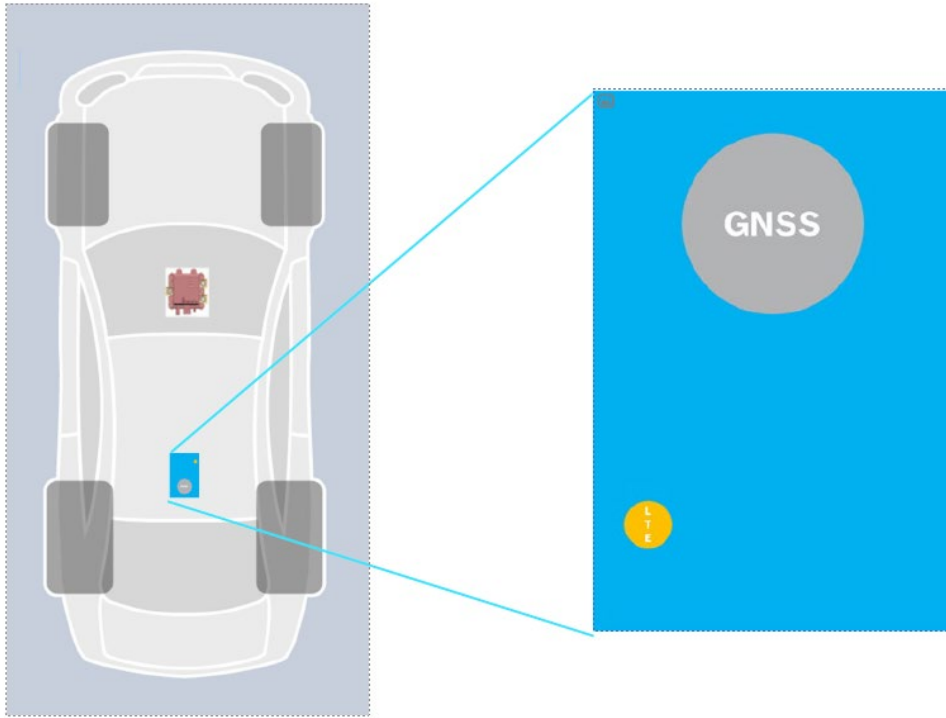
Homologation Mounting Note:

- 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 should be made to run the antenna cable away from strong sources of electrical noise, including but not limited to:
 - TV cameras and cables
 - Ignition cables
 - Radio transmitters and cables
 - High voltage sources

Part Number: F02U.V0U.445-01

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

Temperature Range: -40 to 65 C



3.1.6 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.

3.1.7 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

3.1.8 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

3.1.9 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

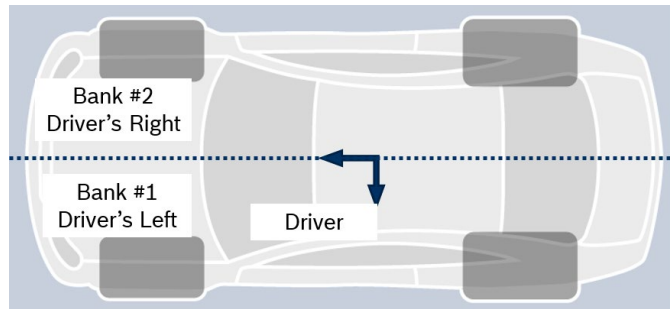
This section declares sensors that must be directly connected to the IMSA scrutineering system. IMSA will define required engine sensors and locations for each engine application. These signals will be fed back to the teams via CAN.

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.267-02 (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 2025 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 2025 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.

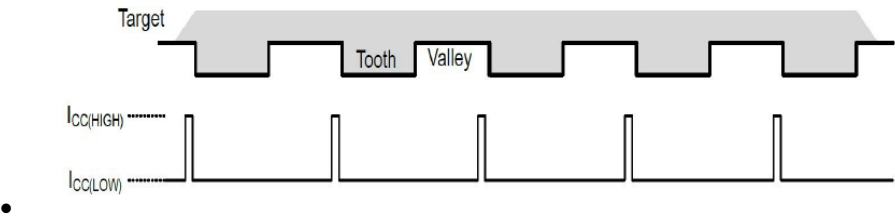
Temperature Range: 0 to 85 °C

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 2025 Technical Regulations.
- Digital pulse from 7mA to 14 mA, corellating with the peak and valley of a tone ring mounted directly to each wheel.



Suggested TTL signal sources:

- 1) 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 scurtineering harness.
- 2) 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.
- 3) 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 2025 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 to 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		
<i>Sensor Part Number</i>	<i>Sensor Description</i>	<i>Mating Connector</i>
F02U.V03.353-01	Bosch MS6-SCR with USB	
	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.267-01	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 2025 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

4.2.2 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.

CAN Bus Delta
Scrutineering Public Bus
1. Scrutineering Interface, RR
FIA CAN 1 Public

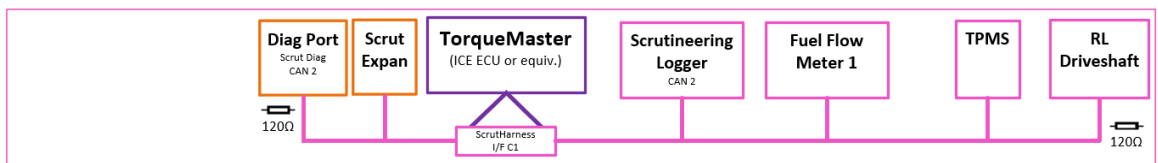


4.2.3 CAN Bus Echo

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.

CAN Bus Echo
Scrutineering Public Bus
1. Scrutineering Interface, RL
FIA CAN 2 Public

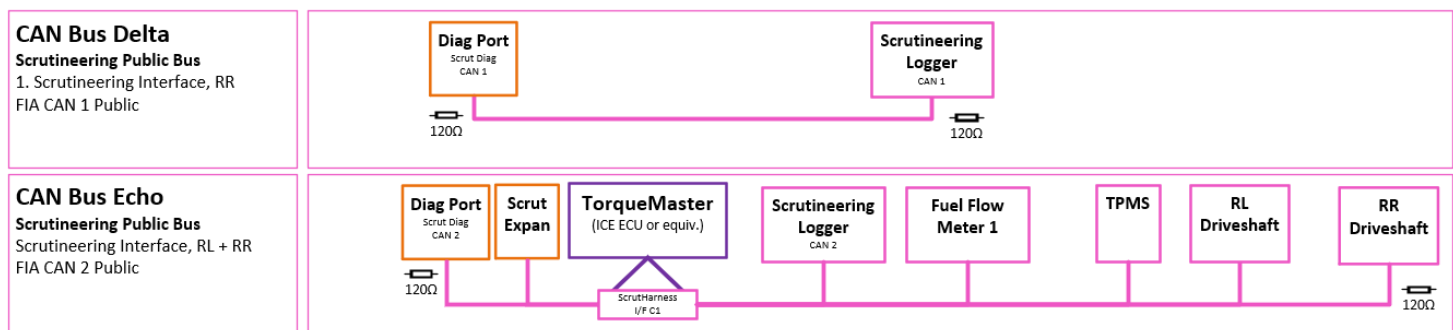


4.2.4 Single Public Bus Option

If a manufacturer is not able to 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 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.
- 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.

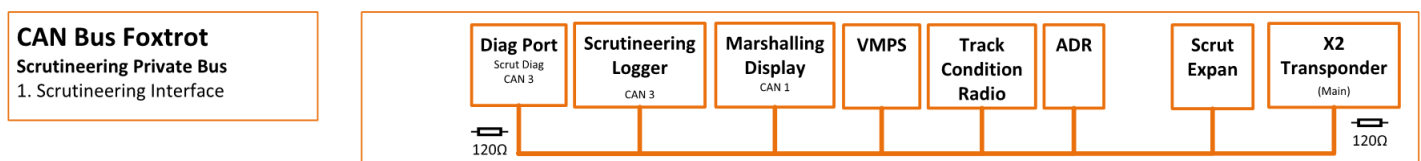
CAN Bus Delta between the Scrutineering Logger, Diag Port and Expansion Connector must be included in the scrutineering harness.



4.2.5 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.

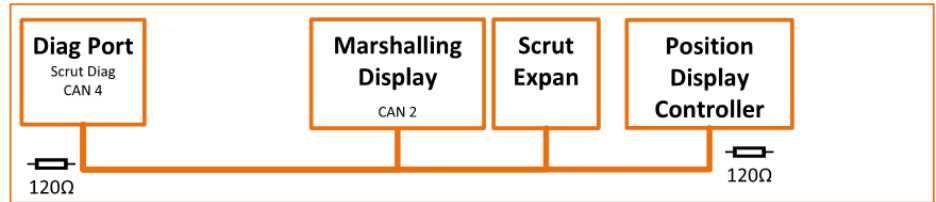


4.2.6 CAN Bus Golf

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.

CAN Bus Golf
Scrutineering Private Bus
1. Scrutineering Interface



4.2.7 PPU Test Mode Function Description

This section outlines how to use the "Test Mode" feature, which allows teams to run custom Power limits and Energy Tank limits 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 a set time after the session concludes.
- **Standardized Conditions:** While in Test Mode, the atmospheric correction factor is automatically set to 1.0.

- **How to Use Test Mode**

Follow these steps to activate and configure Test Mode. All team-sent signals are transmitted on CAN Echo message 0x247 and 0x229.

- **Step 1: Activate Test Mode**

To activate Test Mode, send a non-zero value for the energy tank limit.

- **Set Energy Tank Capacity:**

- **Bus:** Echo
- **Message ID:** 0x247
- **Signal:** Team_TESTONLYPPUEnergyStint
 - The value sent via Team_TESTONLYPPUEnergyStint directly sets the PPU Energy Tank capacity.
- **Units:** Megajoules (MJ)
- **Precision:** Single decimal
- **Max Value:** 6553.5 MJ

- **Value:** Send any value greater than 0 MJ. For example, sending 300.0 will activate Test Mode and set the energy tank capacity to 300.0 MJ.

- **Note:** If this signal is 0 or not sent, 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**.

- **Step 3: Configure PPU and Energy Limits**

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

- **Adjust PPU Power Limit:**

- **Bus:** Echo
- **Message ID:** 0x247
- **Signal:** Team_TESTONLYPPULimitOffset
- **Units:** Kilowatts (kW)
- **Format:** Signed integer (positive values increase power; negative values decrease it).
- **Range:** -127 kW to +127 kW

- **Notes:** Send an offset value to modify the car's last calibrated Balance of Performance (BOP) power curve. The PPU integrator

functions normally but uses this adjusted limit.

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

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

- Sending Track Loops:
 - **Bus:** Echo
 - **Message ID:** 0x229
 - **Signal:** Team_X2LongID_TestMode
 - Track loop ID
 - **Units:** N/A
 - **Precision:** Unsigned integer
 - **Max Value:** 255
- **To Refuel (Enter Pit Lane Mode):**
 - Send a value of 40 on the Team_X2_LongID_TestMode signal. This simulates entering the pit lane and allows the PPU Energy Tank to be refueled.
- **To Run (Enter On-Track Mode):**
- Send a track loop ID (any value from 1 to 39) on the Team_X2_LongID_TestMode signal. This simulates crossing a timing loop on track and activates standard track-running functions.

- **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 2025 by a Bosch Motorsport approved loom fabricator.

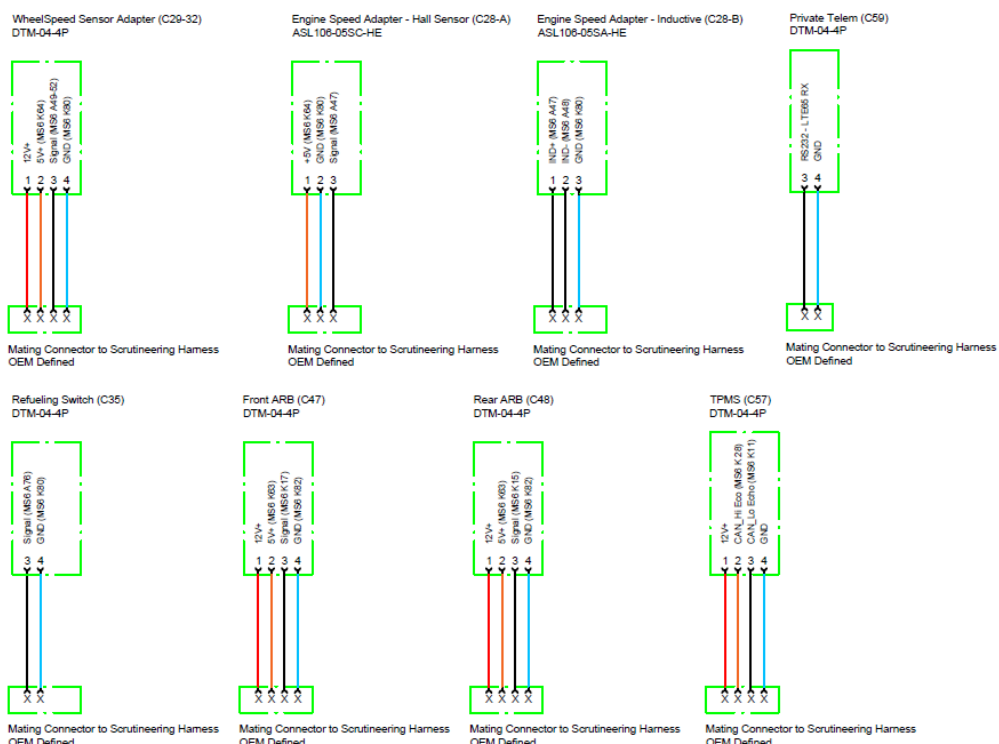
All pieces of the scrutineering loom must be present in order to certify any single piece. For example: team XYZ would like to certify a spare 'engine' section of the scrutineering loom; the car has three scrutineering looms pieces (cockpit, engine, rear section). All three pieces must be submitted in 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 Abstatt, Germany	Email: Motorsport-CustomerSupport@de.bosch.com
	Phone: +49 7062 911 9101
CMS Florida	Email: colin@gomuchfaster.com
	Phone: +1(813) 482-2178
DCE Inc. North Carolina	Email: tom@dcemotorsport.com
	Phone: +1(704) 230-4649
Sakata Motorsport Electronics California	Email: brian@sakatamotorsport.com
	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

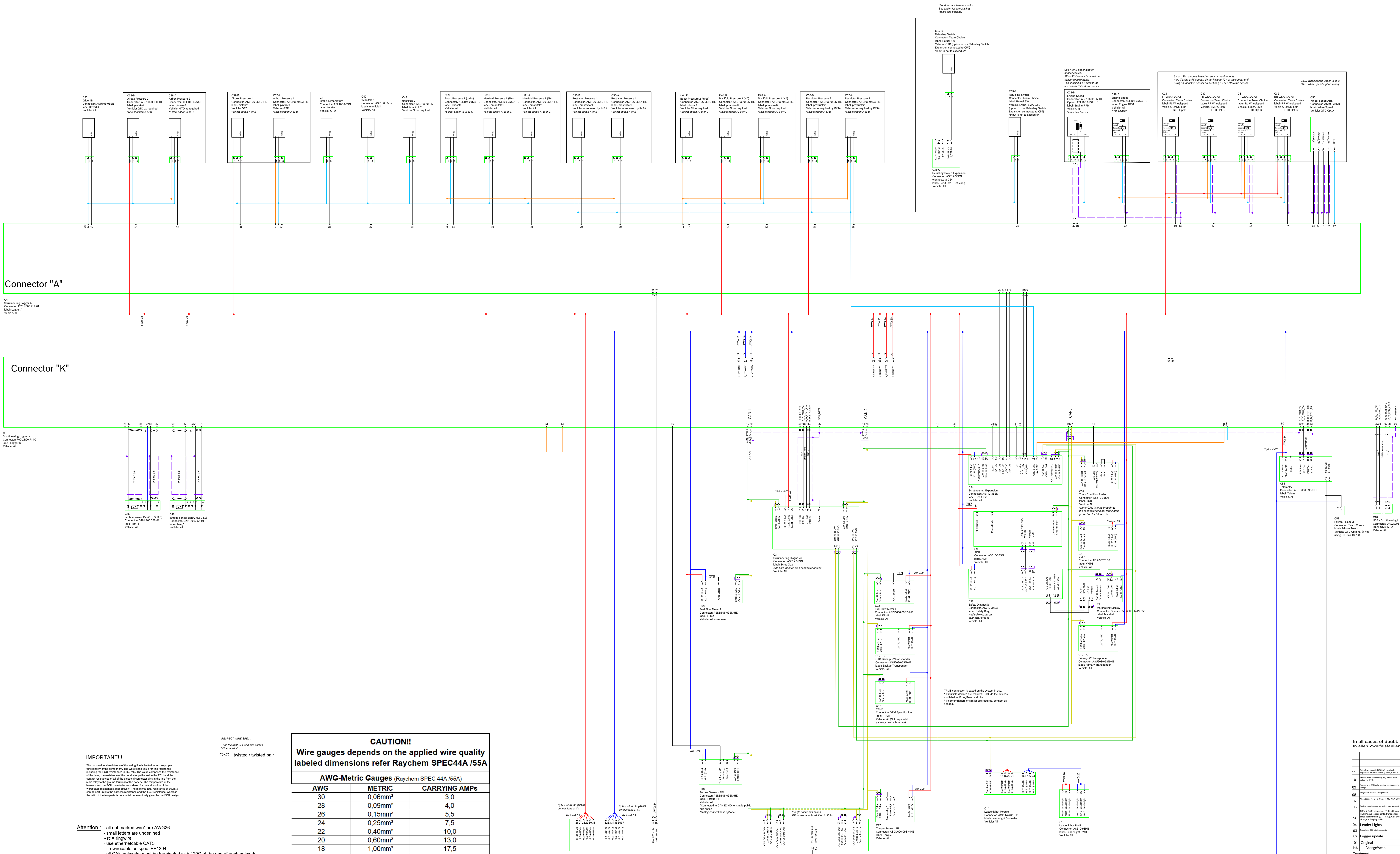
7.1 Standard

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



Attention :

- all not marked wire are AWG26
- small letters are underlined
- rc = ringwire
- use ethernet cable CAT5
- firewire cable as spec IEEE1394
- all CAN networks must be terminated
- the CAN networks may extend to the end of the network have the terminal termination resistors for the entire network
- order of devices within the CAN network must be strictly respected
- please respect strictly the pairs wiring
- ethernet wire's must be wired sequentially
- wire diameter must be adapted to the application

RESPECT WIRE SPEC!
• use the right SPECed wire signed
"Ethernetwire"
• twisted / twisted pair

CAUTION!!
Wire gauges depends on the applied wire quality
labeled dimensions refer Raychem SPEC44A /55A

AWG-Metric Gauges (Raychem SPEC 44A /ISA)		
AWG	METRIC	CARRYING AMPs
30	0.06mm ²	3.0
28	0.09mm ²	4.0
26	0.15mm ²	5.5
24	0.25mm ²	7.5
22	0.40mm ²	10.0
20	0.60mm ²	13.0
18	1.00mm ²	17.5
16	1.20mm ²	20.0
14	2.00mm ²	28.0
12	3.00mm ²	37.0
10	4.50mm ²	53.0
8	9.00mm ²	78.0

Ethernetwork
4x AWG24

Yellow Rx+ RED Tx+
BLUE Tx- GRE Rx-

Min bend radius:
dyn: 47mm
stat: 24mm

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

[illegible]

Behandlung		
Med. Stoff	Exposition	

Bestell-Nummer	
order number	

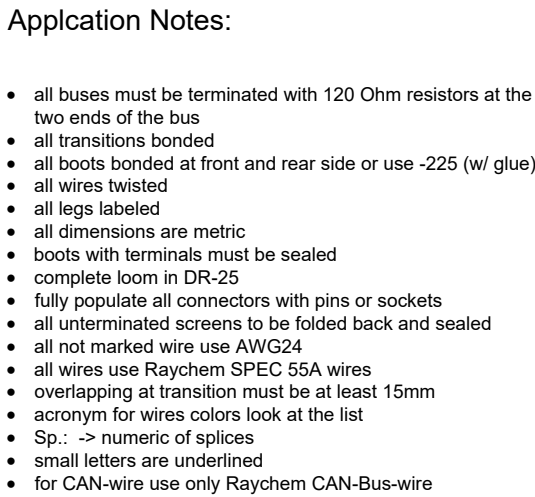
Entwurfszeichnu
schematic

IMSA Scrutineering Loom - GT

Benennung	part name
-----------	-----------

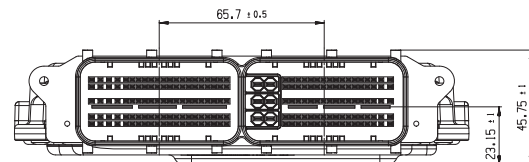
BOSCH	IMSA Scrutineering Loom - GTD	Sheet 1 of 1
--	-------------------------------	--------------

Mat.meets/Stoffs. s.		Syst.	Doc.type		DP/TD	Ind.	For
N2580-1		CAT	Repl. for		Repl. by		



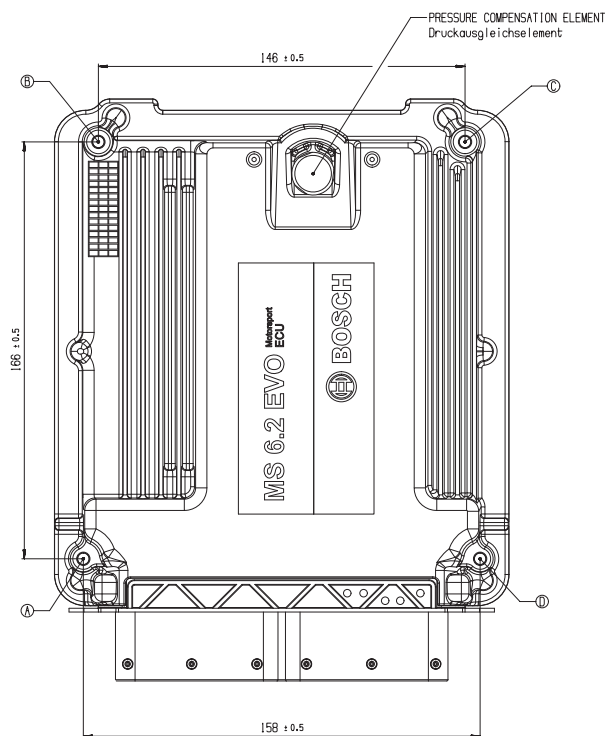
Ethernetworkire 4x AWG24 Yellow Rx+ RED Tx+ BLUE Tx- GREEN Rx- Min bend radius: dyn: 47mm stat: 24mm								In all cases of doubt, the text in the original language is binding. In allen Zweifelsfaellen ist der Text in der Ausgangssprache verbindlich.				Original language: Ausgangssprache: de					
01 Initial Spec				20230911		KrJ5FH						BEG/MSD-ENA					
Ind.		Change/Aend.		YYYYMMDD		Drawn/Gez.		Checked/Gepr.		Releas./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.		en/de		--		BOSCH		Scrutineering Expansion - TPMS				Sheet/Bl.	
Crit. P.		Scale/M.stab		Mat.meets/Stoffe s.		Syst.		Doc.type						DP/TD		Ind.	
MNR		--		N2580-1		CAT		Repl. for				Repl. by				Format	
1		2		3		4		5		6		7				8	
Bestell-Nummer order number		Entwurfszeichnung schematic		Benennung part name													
N/A				Scrutineering Expansion - TPMS													

9 Appendix



STANDING OR PERMANENTLY RUNNING WATER IS NOT PERMISSIBLE IN THE AREA OF CIRCUMFERENTIAL SEALING GROOVES, AS WELL IN THE AREA OF THE PRESSURE COMPENSATION ELEMENT. PERMITTED IMPACT OF WATER ACCORDING TO PROJECT-SPECIFIC USER MANUAL.

Im Bereich der umlaufenden Dichtungsnuten, sowie im Bereich des Druckausgleichselements ist kein stehendes oder permanent laufendes Wasser zulässig. Zulässige Wasserbeaufschlagung gemäss projektspezifischem Benutzerhandbuch.



MOUNTING IN VEHICLE: Einbau im Fahrzeug:

THE CONTROL UNIT HAS TO BE FASTENED AT POSITIONS ①, ②, ③ AND ④.
Das Steuergerät muss an den Stellen ①, ②, ③ und ④ 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

MAXIMUM TOLERANCE OF THE CUSTOMERS SCREW-ON SURFACES BETWEEN THE POSITIONS ①, ②, ③ AND ④: $\nabla 0.5 \text{ mm}$
Zulässige Toleranz der kundenseitigen Anschraubflächen zwischen den Stellen ①, ②, ③ und ④: $\nabla 0.5 \text{ mm}$

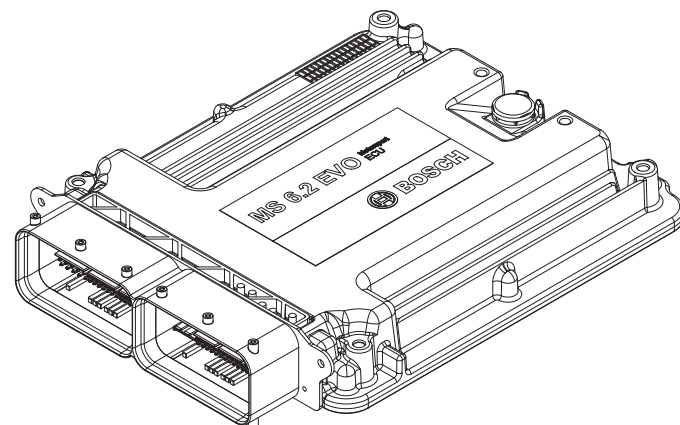
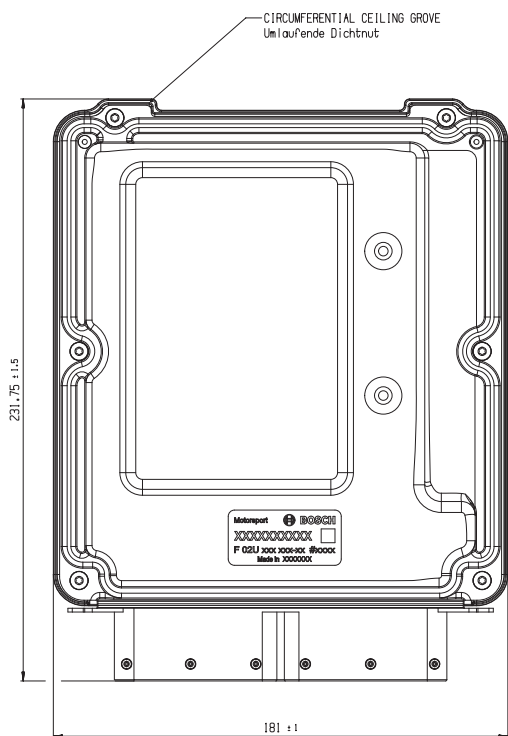
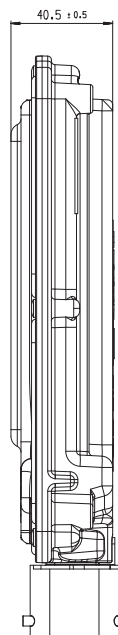
IT HAS TO BE ASSURED THAT BOUNCING OF CONTROL UNIT OR POTENTIAL ADDITIONAL FASTENING ELEMENTS OF THE CONTROL UNIT CANNOT OCCUR DUE TO THE MOUNTING IN THE VEHICLE.
Die Befestigung des Steuergerätes im Fahrzeug muss so ausgeführt werden, dass ein Prollen des Steuergerätes gegen andere Fahrzeugteile und 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 zulässigen Schnittstellen zum Fahrzeug sowie die resultierenden Kräfte 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 Steuergerät gelangen kann.



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

THE CONTROL UNIT CAN DEViate FROM THIS DRAWING IN NOT DIMENSIONED NON-FUNCTIONAL GEOMETRIES. Das Steuergerät kann in unbemasteten 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 projektspezifischem Benutzerhandbuch definierten Umweltbedingungen.

WIRING HARNESS PLUG: Kabelbaumstecker:

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

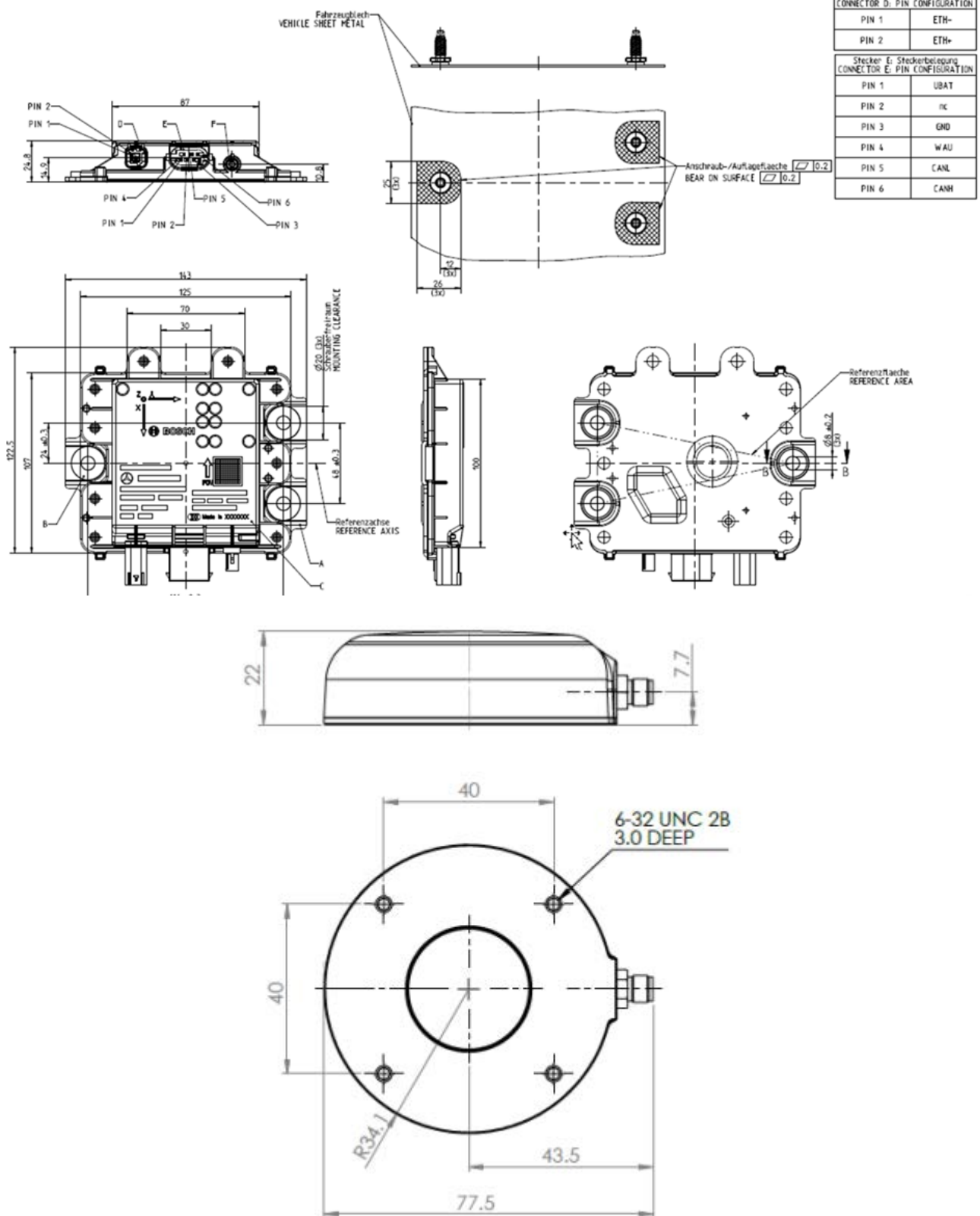
IT HAS TO BE ASSURED THAT DUE TO MECHANICAL FIXATION THE EXCITATION OF THE WIRING HARNESS IS IN THE SAME SEQUENCE AS THE CONTROL UNIT.
Kabelbaume sind im Bereich der Anbaustelle des Steuergerätes mechanisch so abzufuehren, dass eine phasengleiche Anregung zu dem Steuergerätes erfolgt.



ORDER NUMBER: MS 6.2 EVO
CONSECUTIVE PART NUMBER: F 02U V03 115-01
Partlaufende Teilenummer

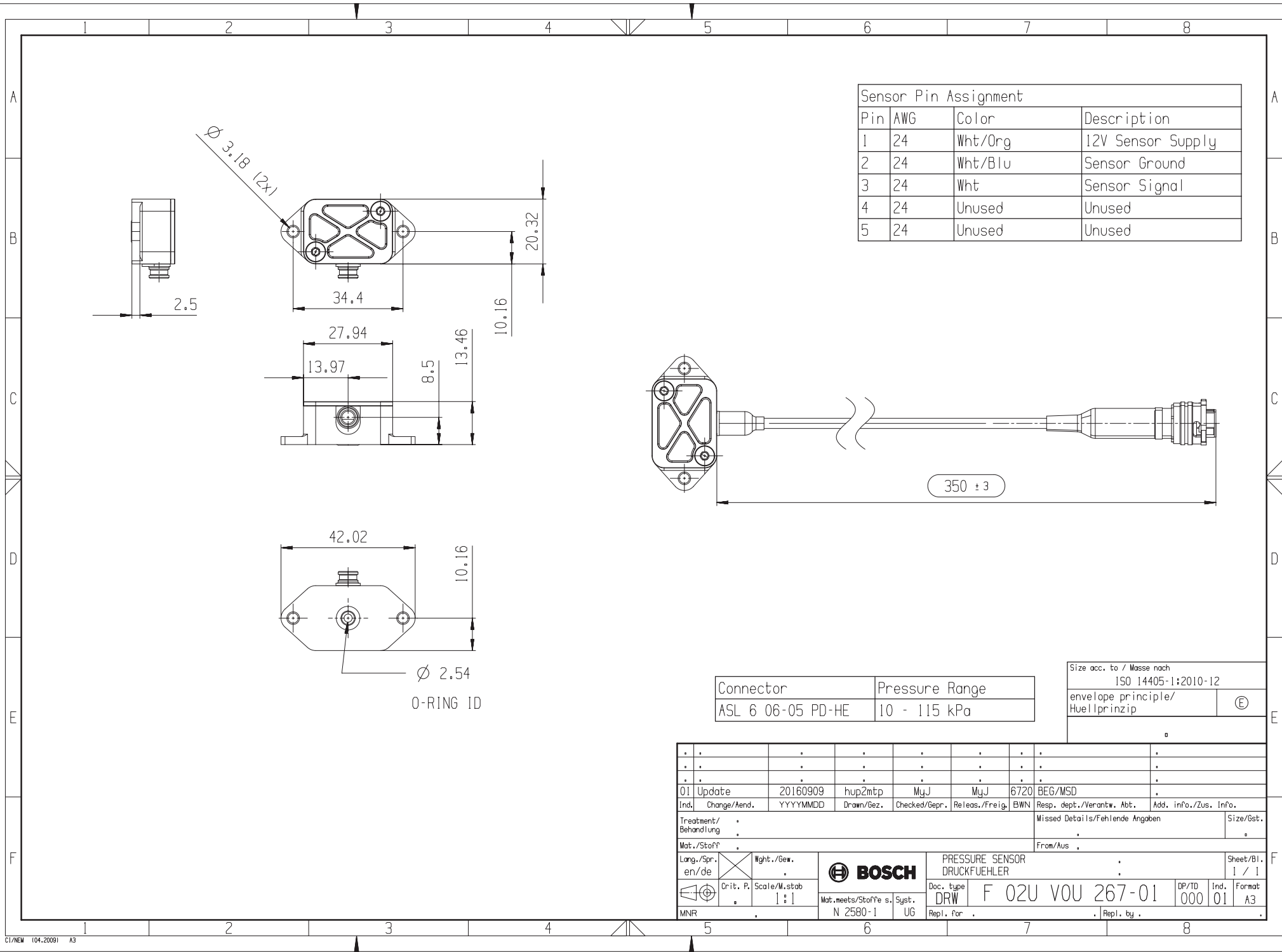
Motorport BOSCH
MS 6.2 EVO
F 02U V03 115-01
Made in Germany

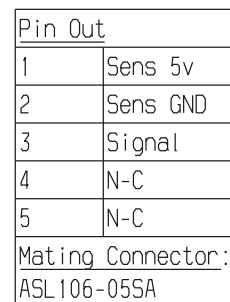
CUSTOMER NUMBER		CATALOGUE PRODUCT		general tolerances for dimensions		
Kundennummer		F 02U V03 115-01		in, dia., mm	rad./Radian	angles/ Winkel
ORDER NUMBER		F 02U V03 115-01		± .008	± .008	± .°
Bestellnummer		F 02U V03 115-01				
01	F02U05217	20210303	REDILO		672	RES/MSD
Int.	Change/Ver.	YYYYMMDD	Draw/Ver.	Checked/Prüf.	Techn./Fertig.	ENI
Comp./Fertig.	US	co. 1100 g	CONTR. UNIT	MS 6.2 EVO	MS 6.2 EVO	1/1
env/de			STEUERGERÄT			
Scale/Verst.		1:1	Bosch		F 02U A03 115-01	
Sheet/Bl.		1:1	Refer Drawing		ANGEBOTSZEICHN.	
Date			Rev. type		SP/70	
			Rev. type		1000 01	
			Rev. type		AT	



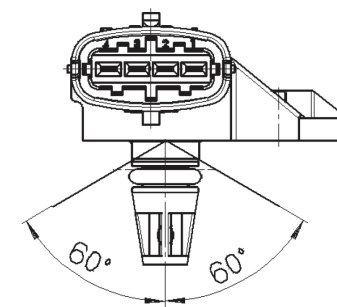
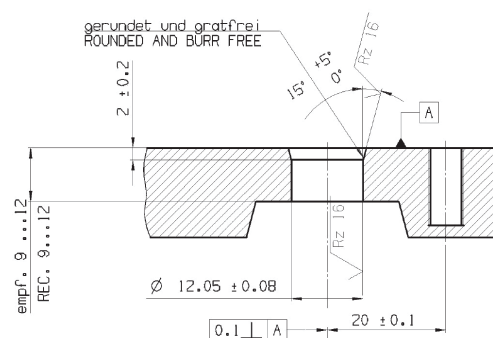
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- Recommended position: $0... \pm 60^\circ$ in all directions from vertical; orifice facing downwards
- Sensor should be mounted on a flat surface, with the base of the sensor sufficiently supported
- Mounting screw: M6x1
- Installation torque: 3.3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

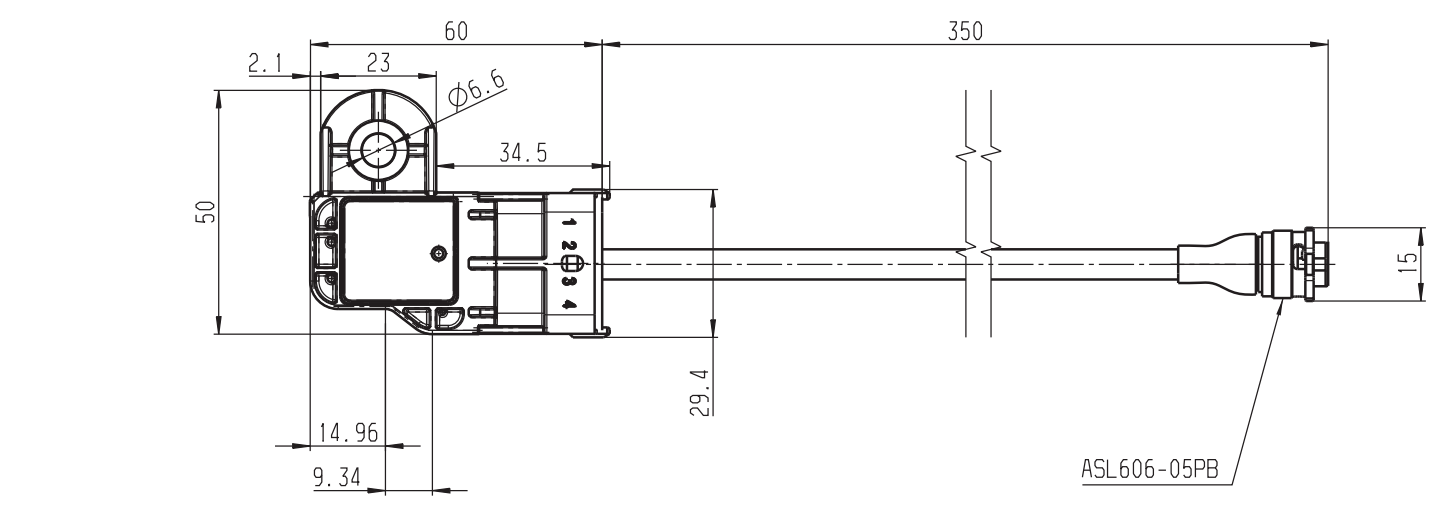


Sensor

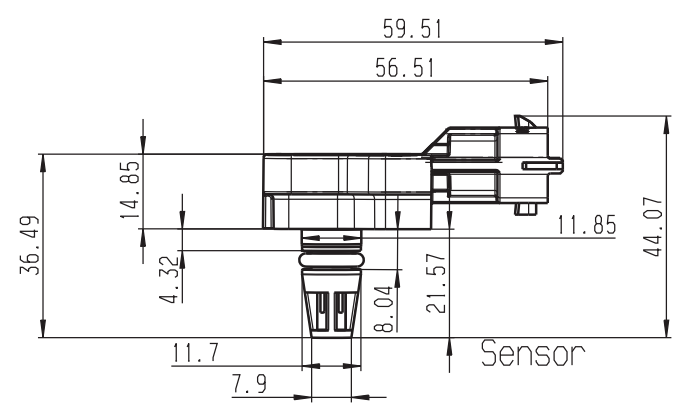
02 Mounting	20151203	BrK	BeJ	0He	MSD	BEG/MSD-NA	.
01 Initial	20151106	BrK	0He	0He	MSD	BEG/MSD-NA	.
Ind. Change/Aenderung	YYYYMMDD	Drawn/Gez.	Checked/Gepr.	Releas./Freig.	BWN	Resp. dept./Verantw.Abt.	Add. info./zus. Info.
Lanp./Spr. en/de	Syst. CAT	Wght./Gew. --	Pressure Sensor: 1 Bar- IMSA				Sheet/Bil 1/1
		Scale/M. stab NTS	BOSCH				Format A3
OFFER DRAWING ANGEBOTSZEICHN.			Doc. type F02U.VOU.204-01				DP/TD Ind.
MNR --			Repl. for				Repl. by

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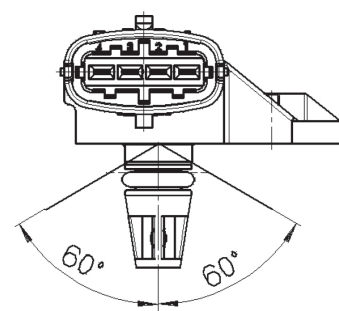
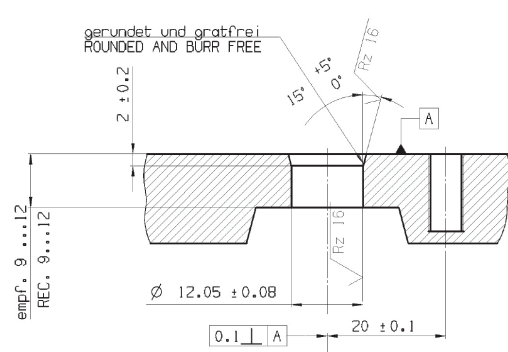


Pin Out	
1	Sens 5v
2	Sens GND
3	Signal
4	N-C
5	N-C
Mating Connector: ASL 106-05SB	

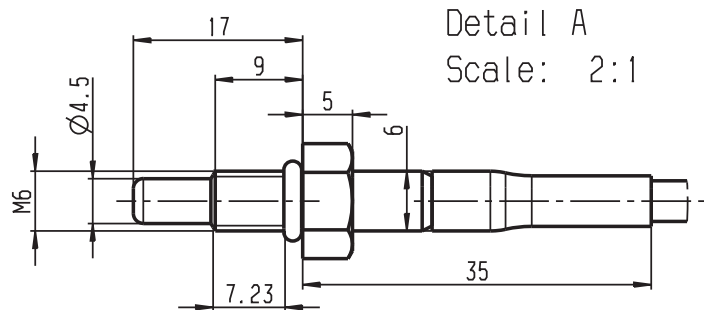


Mounting Instructions:

- 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



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.	Released/freig.	BWN	Resp. dept./Verante. Abt.	Add. info./Zus. Info.
Lang./Spr.	Syst.	Ught./Gew.	BOSCH				Sheet/Bt.
en/de	CAT	--					1/1
Scale/M. stab	NTS	OFFER DRAWING ANGEBOTSZEICHN.				Doc. type	DP/TO
MNR	--	F02U.V0U.205-01				Ind.	Format
				Repl. for	Repl. by		

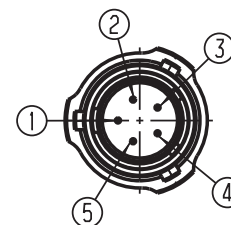


Detail A
Scale: 2:1

View A
Scale: 2:1



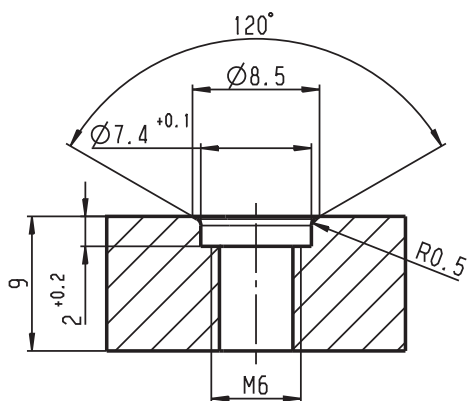
View B
Scale: 2:1



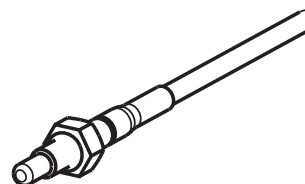
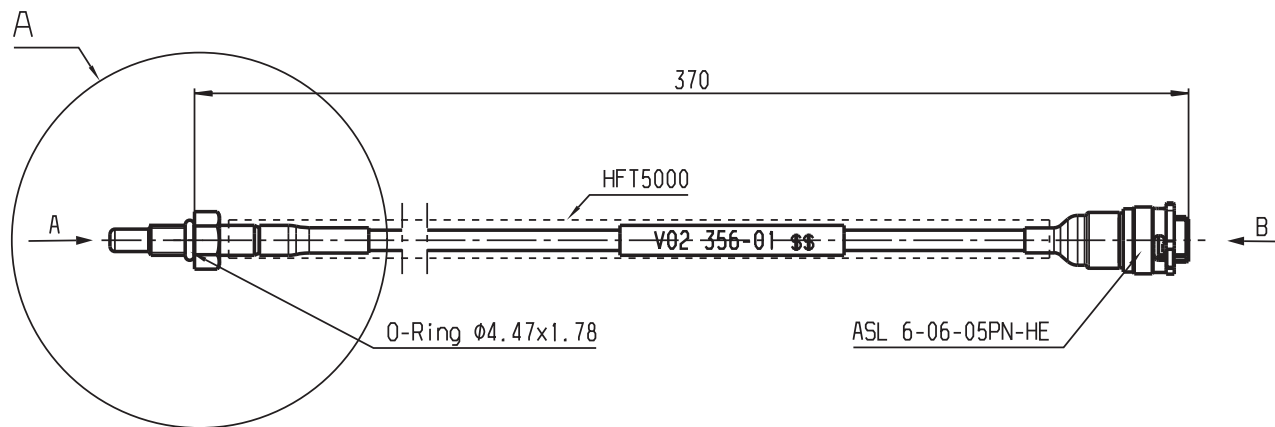
- 1: n.c.
- 2: Signal -
- 3: Signal +
- 4: n.c.
- 5: n.c.

ASL 6-06-05PN-HE

Installation
Recommendation
Scale: 3:1



Tightening Torque: 8Nm



General tolerances for/Allgemeintoleranzen fuer		
lin. dim./L.masse	radii/Radien	angles/Winkel
± 1	± 0.5	± 2°
Size acc. to/Masse nach		
ISO 14405-1:2010-12		
envelope principle / Huellprinzip		(E)

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.	Released/freig.	BW/N
Lang./Spr.	Syst.	Wght./Gew.	Temperature Sensor NTC-M6HS		
en/de	CAT	--	Temperatursensor NTC-M6HS		
Scale/M.stab		1:1	Doc. type		
MNR		--	AGZ F 02U V02 356-01		
OFFER DRAWING		ANGEBOTSZEICHN.	Repl. for		
			Repl. by		

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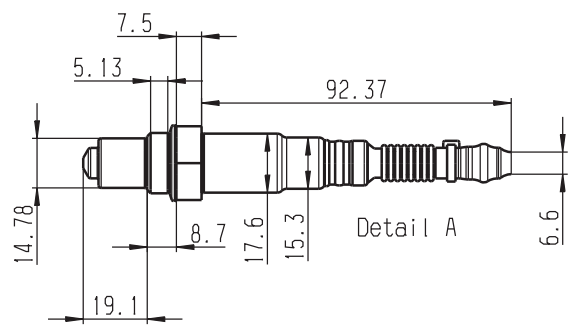


Fig. 1: LSU4.9 mounting w.r.t. exhaust stream

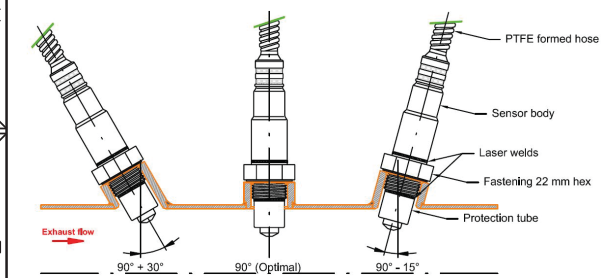


Fig. 2: LSU4.9 mounting w.r.t. exhaust pipe cross sectional area

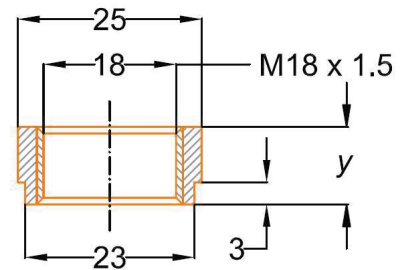
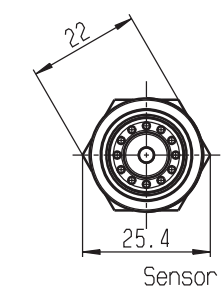
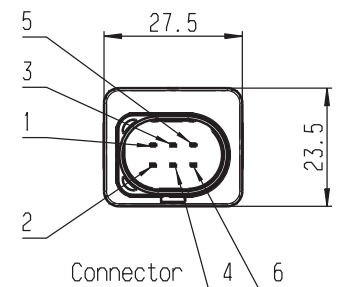


Fig. 3: LSU4.9 thread boss



Sensor



Connector

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

Apply Never-Seez Regular Grade NS 42 B
M18x1.5 Thread

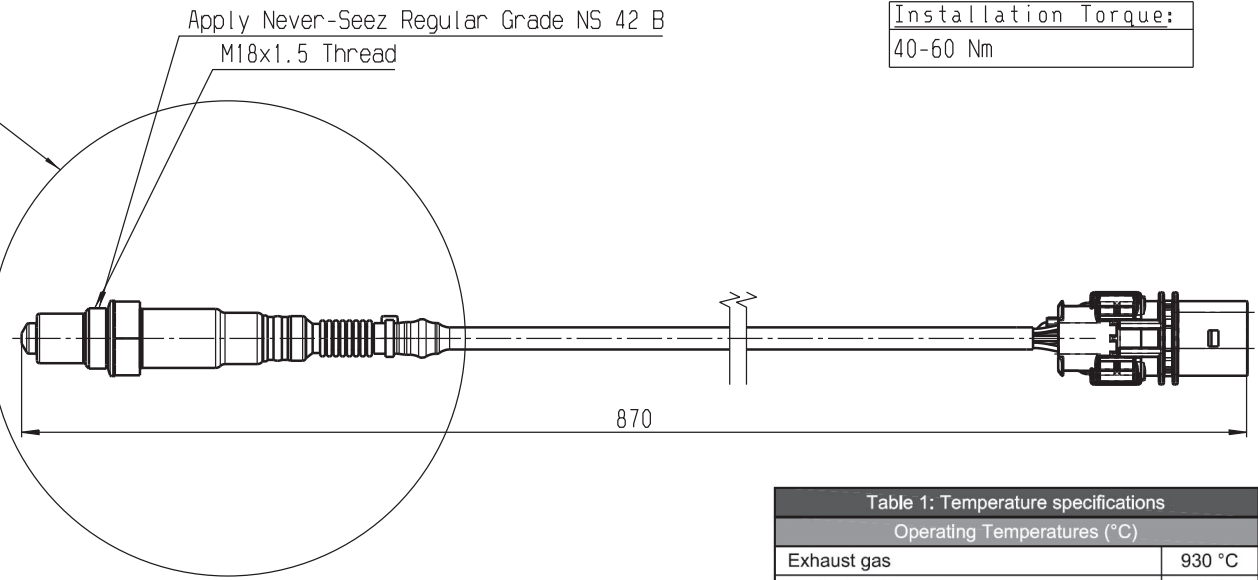


Table 2: Thread boss depth specifications			
Operating Temperatures (°C)		y (mm)	
Exhaust gas	< 930	10.5	
Fastening 22 mm hex	< 600	10.5	
Exhaust gas	≥ 930	13.0	
Fastening 22 mm hex	≥ 600	13.0	

Table 1: Temperature specifications	
Operating Temperatures (°C)	
Exhaust gas	930 °C
Fastening 22 mm hex	600 °C
PTFE formed hose (sensor side)	250 °C
PTFE formed hose (upperhose 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.	Released/freig.	BWN	Resp. dept./Verantw. Abt.	Add. info./Zus. Info.
Lang./Spr.	Syst.	Ught./Gew.					
en/de	CAT	--					
		Scale/M. stab					
		NTS					
MNR	--						
				LSU 4.9- IMSA			
				Doc. type			
				0 258.988.001			
				DP/TO			
				Ind.			
				Format			
				A3			
				Repl. for			
				Repl. by			



A

B

C

D

E

F

10 Vibration Profile 1

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

Motorsport

IMSA GTD Class Scrutineering System Order Form - 2025



Customer Information		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@sakatamotorsport.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	Price	Comments
Spec Kit					
GTD Kit (MS6-SCR with USB, VMPS+Antenna)	F02U.V0U.444-01			\$ 11,882.00	
IMSA GTD 2 Modem Telemetry Kit #1 (2x LTE65, Antenna Package, Pit Stand Harness, 1 year of service)	F02U.V0U.469-01			\$ 15,960.00	
IMSA GTD 2 Modem Telemetry Kit #2 (2x LTE65, Antenna Package, Pit Stand Harness, 1 year of service) - Endurance	F02U.V0U.470-01			\$ 10,810.00	
IMSA GTD 1 Modem Telemetry Kit #1 (LTE65, Antenna Package, 1 year of service, 1 DirectLink token)	F02U.V0U.471-01			\$ 13,900.00	
IMSA GTD 1 Modem Telemetry Kit #2 (LTE65, Antenna Package, 1 year of service, 1 DirectLink token) - Endurance	F02U.V0U.472-01			\$ 8,678.00	
IMSA GTD 1 Modem Telemetry Kit #3 - IMSA data only (LTE65, Antenna Package, 1 year of service)	F02U.V0U.479-01			\$ 9,060.00	
IMSA GTD 1 Modem Telemetry Kit #4 - IMSA data only (LTE65, Antenna Package, 1 year of service) - Endurance	F02U.V0U.480-01			\$ 7,000.00	
Spec Sensors					
Pressure Sensor - 0-1.15 Bar	F02U.V0U.267-02		Plenum, Inlet Port (NA)	\$ 483.00	
Pressure Sensor - 0-1.15 Bar (Automotive Connector)	F02U.V0U.204-01		Plenum, Inlet Port (NA)	\$ 313.00	
Pressure Sensor - 0-3.5 Bar	F02U.V0U.205-01		Boost (Turbo)	\$ 313.00	
Temperature Sensor - M6	F02U.V02.356-01		Engine, Cockpit	\$ 483.00	
Lambda Sensor	0258.988.001		Lambda	\$ 164.00	
Individual Spare Parts					
MS6 SCR with USB	F02U.V03.353-01			\$ 9,225.00	
VMPS	F02U.V0U.445-01			\$ 2,647.00	
VMPS Antenna	F02U.00U.091-01			\$ 232.00	
VMPS Antenna Cable 66"	F02U.00U.092-01			\$ 103.00	
VMPS Antenna Cable 96"	F02U.00U.092-02			\$ 103.00	
VMPS Antenna Cable 120"	F02U.00U.092-03			\$ 103.00	
VMPS Antenna Cable 160"	F02U.00U.092-04			\$ 103.00	
LTE65 Modem - NA	F02U.V02.910-02			\$ 2,860.00	
LTE65 External Antenna (1 is required)	F02U.00U.087-01			\$ 19.00	
LTE65 SMA Bulkhead (1 is required for external antenna)	F02U.00U.088-01			\$ 36.00	
LTE65 SMA Cable, 90deg plug, 66" (1 of -01 or -02 is required for external antenna)	F02U.00U.089-01			\$ 93.00	
LTE65 SMA Cable, 90deg plug, 120" (1 of -01 or -02 is required for external antenna)	F02U.00U.089-02			\$ 103.00	
LTE65 Internal Diversity Antenna (1 is required)	F02U.00U.072-01			\$ 52.00	
LTE65 Pit Stand Harness	F02U.V02.804-02			\$ 525.00	
Services					
Annual Data Plan - IMSA GTD Kit	F02U.V0U.475-01			\$ 11,325.00	
Annual Data Plan - GTD Endurance Cup Only Kit, 5 events	F02U.V0U.476-01			\$ 6,175.00	
Annual Data Plan - IMSA GTD Single Modem	F02U.V0U.477-01			\$ 6,175.00	
Annual Data Plan - GTD Endurance Cup Only Single Modem	F02U.V0U.478-01			\$ 3,348.00	
Annual Data Plan - Spare Modem	F02U.V0U.355-01			\$ 1,230.00	
Existing Modem Update to Latest Specification	TBD			\$ 950.00	

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 12/31/2025.

Released 10/25/2024

Robert Bosch LLC – Bosch Engineering North America

Motorsport Sales Terms & Conditions

Version: January 20, 2020

1. GENERAL. THE SALE OF COMPONENTS, PARTS, OR A SYSTEM INTENDED FOR SERIES PRODUCTION (“**SERIAL PRODUCTION PRODUCTS**” OR “**PRODUCTS**”), ALL SAMPLES, PROTOTYPES, NON-PRODUCTION PRODUCTS, AND COMPONENTS (INCLUDING SOFTWARE CONTAINED THEREIN) NOT APPROVED FOR SERIES PRODUCTION OR THAT ARE INTENDED FOR EVALUATION PURPOSES ONLY (“**PROTOTYPES**”), AND/OR DESIGN AND ENGINEERING OR SIMILAR SERVICES (“**SERVICES**”) PROVIDED BY ROBERT BOSCH LLC, THROUGH ITS BOSCH ENGINEERING NORTH AMERICA DIVISION (“**BOSCH**”) TO THE CUSTOMER (“**CUSTOMER**”) (EACH A “**PARTY**” AND COLLECTIVELY REFERRED TO AS “**PARTIES**”) IS EXPRESSLY LIMITED TO CUSTOMER’S ACCEPTANCE OF THE TERMS OF BOSCH’S OFFER (ALSO REFERRED TO AS THE “**QUOTATION**”) AND THESE BOSCH TERMS, EXCLUDING MODIFICATIONS TO THESE BOSCH TERMS SET FORTH IN THE APPLICABLE BOSCH QUOTATION. NO MODIFICATION OR WAIVER OF ANY OF THESE BOSCH TERMS AND NO ADDITIONAL OR DIFFERENT TERMS OR CONDITIONS WILL BE EFFECTIVE UNLESS EXPRESSLY SET FORTH IN BOSCH’S QUOTATION OR AGREED TO IN WRITING SIGNED BY BOSCH. NO ORAL AGREEMENT, COURSE OF PERFORMANCE, OR OTHER MEANS WILL BE DEEMED TO WAIVE THESE BOSCH TERMS OR ANY OF THE TERMS OF THE QUOTATION. CUSTOMER’S ACCEPTANCE OF THE PRODUCTS, PROTOTYPES, AND/OR SERVICES SOLD HEREUNDER WILL CONSTITUTE CUSTOMER’S ACCEPTANCE OF THE BOSCH QUOTATION AND BOSCH TERMS.

2. SCOPE. CUSTOMER acknowledges that Serial Production Products, whether or not modified, are not designed to meet the requirements and demands of motorsport racing.

CUSTOMER acknowledges that modified Serial Production Products and CUSTOMER specified Products cannot be tested to the same degree as Serial Production Products and that production of such modified Serial Production Products or CUSTOMER specified Products does not follow the testing and validation standards applicable to Serial Production Products. CUSTOMER acknowledges that the use of the Products in motorsport racing applications will lead to early wear, and that modified Serial Production Products or CUSTOMER specified products are produced with a focus on race performance and not on endurance. The terms of Sections 1 to 2 above apply irrespective of the CUSTOMER’s application of the Products.

3. USE OF THE PRODUCTS. The Products are provided solely for use by (i) racing professionals and CUSTOMER warrants and represents that it possesses the appropriate engineering and professional racing experience to use the Products for motorsport racing and (ii) research institutions trained by professionals. CUSTOMER acknowledges that the use of the Products may be dangerous and that the Products shall not be used in any consumer application. CUSTOMER shall use the Products: (i) only for motorsport racing purposes; (ii) only through engineers and mechanics who are trained and experienced in motorsport racing; (iii) only in vehicles, which are suitable for use in motorsport racing; (iv) only in such suitable vehicles that are operated by trained, professional motorsport race drivers; and (iv) research purposes by trained professionals. CUSTOMER shall not use, nor permit any other party to use, the Products in any vehicle operated on the public roads, or in connection with any consumer application. BOSCH shall not be liable for any use of the Products on the public roads. Should a Product be used on the public roads or in connection with any consumer application, all Product warranties are void.

4. PRICES; TAXES; CURRENCY. All prices are subject to the shipping terms defined in Section 6 below. Bosch reserves the right to adjust prices due to cost increases resulting from variations in labor rates, material costs, or other costs (including but not limited to variations

related to tariffs). To the extent the Products contain raw materials, raw material fluctuations will be reviewed on a quarterly basis. Actual material price increases of 5% or more will be paid in lump sum by CUSTOMER. The prices are exclusive of any applicable Federal, State, Provincial, or local sales, use, and other similar taxes or assessments. Such taxes and assessments will be included in Bosch’s invoice and paid by CUSTOMER. CUSTOMER shall be solely responsible for its tax administration and tax liability based upon governing Federal, State, and local laws that relate to these BOSCH Terms. All prices are subject to adjustment, at any time, by Bosch for changes in volume forecasts, economics, or exchange rates as applicable. To the extent CUSTOMER’s actual purchases fall short of the volume forecasts upon which the prices were based, any price adjustments by Bosch will be retroactive. Prices are per piece in U.S. Dollars or EUR. All North American CUSTOMER facilities will be invoiced in U.S. Dollars. Each payment by CUSTOMER is subject to the terms of Section 8 below and will be made without withholding any taxes, unless required by law. CUSTOMER shall inform Bosch of any withholding tax obligation on payments due to Bosch under an invoice as soon as CUSTOMER becomes aware of such withholding tax obligation. If Bosch believes that it is eligible for exemption from, or reduction of, any U.S. withholding tax (or other withholding or similar tax of one or more other jurisdictions), Bosch will deliver to CUSTOMER a completed, duly executed IRS Form W-9 or Form W-8 (or other appropriate form of such other jurisdiction(s) as required under the laws of such other jurisdiction) valid through the date of payment. In such event, CUSTOMER shall promptly deliver to Bosch a certificate evidencing the payment of any tax actually withheld.

5. CANCELLATIONS AND CHANGES. No cancellations of or changes ordered by CUSTOMER to the Products, Prototypes, and/or Services or any delivery or pickup terms related thereto will be effective without Bosch’s written consent and in the event of any such cancellation or change, Bosch will be entitled to all remedies available by law or equity, including without limitation cancellation costs, warehousing fees, and/or increased prices. At a minimum, CUSTOMER will be liable for the following items, or any applicable combination thereof: (a) Products, Prototypes delivered, and/or Services performed prior to cancellation or change that comply with the specifications and other requirements of the Quotation; (b) the reasonable cost of raw materials and components that were purchased by Bosch to meet the requirements of the Quotation and that cannot be returned for refund or credit or immediately used for or sold to any of Bosch’s other CUSTOMERS; (c) the reasonable costs to settle all claims by subcontractors for actual costs that are rendered unrecoverable due to cancellation or change; and (d) the reasonable costs of reassignment of Bosch’s employees specifically dedicated to the satisfaction of Bosch’s obligations under the Quotation, provided Bosch uses reasonable efforts to reassign each such employee.

6. SHIPMENT AND DELIVERY. All delivery dates are estimates only. Bosch’s only obligation with respect to delivery dates will be to use reasonable efforts to meet such delivery dates. Unless specified otherwise in the Quotation, the delivery terms will be FCA (as defined in Incoterms® 2010) at the designated Bosch facility. Title and risk of loss to the Products and Prototypes will transfer upon completion of delivery of the Products and Prototypes per the applicable delivery term specified above. Unless otherwise instructed, Bosch will ship via industry standard means for the applicable Products and Prototypes. Bosch will not be liable for any delays, breakage, loss, or damage after having made delivery in good order to the first transportation carrier. All claims for loss or damage in transit are to be made by CUSTOMER directly to the transportation carrier and the appropriate insurance carrier retained by CUSTOMER. CUSTOMER shall not make any deductions of any kind from the invoice amount. Unless otherwise specified in the Quotation, standard packing for domestic shipment is included in the quoted price. When special domestic or export packing is requested, CUSTOMER will be charged for any additional expenses. Shipments will be deemed accepted by CUSTOMER unless written

notice of rejection is received by Bosch within ten (10) days after receipt of the Products and Prototypes by CUSTOMER. For rejected shipments, CUSTOMER will bear the risk of loss or damage to the Products and/or Prototypes in transit. If Bosch reasonably determines that the rejection was improper, CUSTOMER will be responsible for all expenses incurred by Bosch arising from the improper rejection.

7. FORCE MAJEURE. In the event either Bosch or CUSTOMER is unable to fully perform its obligations hereunder (except for CUSTOMER's obligation to pay invoices for Products, Prototypes, and/or Services) due to events beyond its reasonable control, including without limitation, acts of God, action by any governmental authority (whether valid or invalid), fires, floods, windstorms, explosions, riots, natural disasters, wars, sabotage, labor problems (including lockouts, strikes, or slowdowns), inability to obtain power, material, labor, equipment or transportation, or court injunction or order (collectively referred to herein as a "Force Majeure Event"), that party shall be relieved of its obligations to the extent it is unable to perform such obligations. A Party experiencing a Force Majeure Event shall provide reasonable notice of such Force Majeure Event to the other Party. In the event of Bosch's inability to perform due to a Force Majeure Event, Bosch may allocate available goods and materials among its CUSTOMERs and CUSTOMER will be entitled to reduce its purchase obligations toward Bosch by the quantities purchased from other sources, but shall not have the right to terminate these BOSCH Terms.

8. PAYMENT TERMS. Unless specified otherwise in the Quotation, terms of payment are net thirty (30) days from the earlier of the date of shipment or the date of an invoice, with no discount allowed for early payment. Bosch reserves the right to reclaim any Products, Prototypes, and/or Services that have not been paid for in full and Bosch reserves the right to alter or suspend credit terms or require C.O.D. or advance payment whenever Bosch has reasonable doubt as to CUSTOMER's credit worthiness or the ability of CUSTOMER to pay in a timely manner. If CUSTOMER becomes delinquent in payment or refuses to accept C.O.D. shipments, Bosch will have the right to, in addition to all other available rights and remedies, cancel any or all CUSTOMER orders, withhold further deliveries, and declare all unpaid amounts for Products, Services, and/or Prototypes previously delivered immediately due and payable. Amounts past due will be subject to an interest charge of 1.5% per month or the maximum rate allowed by law, whichever is less. CUSTOMER shall pay all costs and expenses incurred by Bosch as a result of non-payment or delinquent payment by CUSTOMER, including without limitation collection costs, interest, and reasonable attorneys' fees.

9. WARRANTY

9.1 Unless specified otherwise in BOSCH's quotation BOSCH warrants that, upon delivery, the Products will be free of defects in material and workmanship. BOSCH's warranty covers only defects that existed at the time of delivery. The foregoing warranty: (i) is personal to CUSTOMER and does not extend to any subsequent owner of the Products; and (ii) does not cover defects which occur due to the use in a motorsport environment.

9.2 CUSTOMER acknowledges that the Products are designed for race performance, with reduced durability and stability, and that the extreme wear inherent in a racing environment may result in Product malfunction which will not be covered by the limited warranty set forth above.

9.3 BOSCH does not warrant that modified Serial Production Products or CUSTOMER specified Products will display the features or operational performance requested or expected by CUSTOMER.

9.4 BOSCH will provide free of charge to CUSTOMER, replacement Products or, at BOSCH's option, credit in a fair amount not to exceed the purchase price for Products which prove to be defective under the limited warranty set forth above, provided, however, that CUSTOMER has returned to BOSCH 100% or a statistically relevant share, as mutually agreed upon, of any Products claimed to be defective. BOSCH shall have the right to request reasonable evidence of, and impose reasonable requirements for, submission of a warranty claim including, by way of example and not limitation, printouts of diagnostic test results performed at the CUSTOMER's dealer level or by CUSTOMER.

9.5 In the event of (a) improper installation or misuse of the Products, (b) use of Products outside of BOSCH approved applications, specified environments or installation conditions, (c) use of Products for racing or testing applications, (d) failure to maintain Products in accordance with applicable maintenance instructions, or (e) alteration or damage caused to the Product, or similar circumstances, no warranty shall apply and BOSCH shall not be liable for such Products or any damage caused by such products.

9.6 THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED INCLUDING OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE FOREGOING WARRANTY DOES NOT APPLY TO ANY ISSUES STEMMING FROM CUSTOMER'S USE OF THE PRODUCT IN ANY APPLICATION. THE REMEDIES SET FORTH IN THIS SECTION REPRESENT CUSTOMER'S SOLE AND EXCLUSIVE REMEDIES FOR ANY BOSCH BREACH OF WARRANTY.

10. PROTOTYPE WARRANTY AND USE.

10.1 PROTOTYPES ARE PROVIDED "AS IS" AND ALL WARRANTIES, EXPRESSED OR IMPLIED, ARE DISCLAIMED AND EXCLUDED, INCLUDING WITHOUT LIMITATION WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR FREEDOM FROM THIRD PARTY RIGHTS, WHETHER ARISING BY LAW, COURSE OF DEALING, COURSE OF PERFORMANCE, OR OTHERWISE. BOSCH DOES NOT WARRANT THAT THE PROTOTYPES WILL BE ERROR FREE OR SECURE. PROTOTYPES ARE NOT DESIGNED FOR AND SHOULD NOT BE USED IN ANY FAIL-SAFE APPLICATIONS.

10.2 CUSTOMER acknowledges that Prototypes are intended only for use in evaluation and testing in a suitable and safe evaluation and testing environment and by suitably trained and qualified persons. CUSTOMER shall ensure safe operating conditions for all evaluation and testing purposes at all times during the evaluation and testing. CUSTOMER warrants that no vehicles containing any Prototypes will be driven on public roads, unless and until CUSTOMER and Bosch agree in writing. CUSTOMER shall only use the Prototypes in accordance with written instructions from Bosch. Any use or application of Prototypes, which deviates from written instructions from Bosch, will be considered an impermissible use in breach of these BOSCH Terms. Any use, testing or evaluation of the Prototypes outside the scope of this Section 10.2 or as agreed in writing between the parties shall be at CUSTOMER's sole risk.

11. TERMINATION/CANCELLATION.

11.1 Bosch may terminate the CUSTOMER's purchase order/acceptance of the Quotation: (a) upon written communication to CUSTOMER in the event CUSTOMER breaches any material term of the Quotation or these BOSCH Terms, provided CUSTOMER has not remedied the breach within 30 days of Bosch providing notice to CUSTOMER of such breach; or (b) if CUSTOMER becomes insolvent or makes an assignment for the benefit of creditors, or CUSTOMER institutes any voluntary proceeding under bankruptcy, reorganization, arrangement, readjustment of debt, or insolvency law of any jurisdiction or for the appointment of a receiver or trustee in respect to any of CUSTOMER's property, then termination shall be automatic and immediate; however, in the event any such proceeding is initiated by a third party against CUSTOMER, termination will be automatic if the such proceeding is not dismissed or cured by CUSTOMER within thirty (30) days after the filing thereof. Bosch shall not be liable to CUSTOMER for any claims arising out of or based on termination in accordance with this Section 11.1.

11.2 In the event that CUSTOMER cancels the program after business award but before the agreed upon end of program duration, CUSTOMER shall reimburse Bosch for reasonable cancellation charges for unrecoverable costs and investments, including without limitation capital equipment, finished Products, cost of all work in process, Bosch paid tooling or licenses (including software licenses and maintenance agreements), engineering costs, application costs, development services, samples, and material obsolescence. CUSTOMER shall pay such cancellation charges in accordance with Section 8.

12. INTELLECTUAL PROPERTY/SOFTWARE.

12.1 INTELLECTUAL PROPERTY RIGHTS. As between Bosch and CUSTOMER, Bosch exclusively owns and shall retain exclusive

ownership of all right, title, and interest, including all worldwide patent, trademark, copyright, trade secret, and other intellectual property and proprietary rights (collectively, “**Intellectual Property Rights**”) in and related to (a) the Products; (b) the Prototypes; (c) the Services; and (d) all other ideas, inventions (whether patentable or not), concepts, designs, methods, processes, software (including source code and object code), data, and works of authorship authored, developed, or conceived by Bosch in connection with the Products, Prototypes, or Services, along with all software, functions, and related documentation provided by Bosch or any division or affiliate thereof. Bosch reserves the right to brand, mark, or label the Products, Services, and Prototypes and accompanying packaging with Bosch trademarks. Products or Services delivered from Bosch to the independent aftermarket will bear the Bosch trademarks only.

12.2 THIRD PARTY INTELLECTUAL PROPERTY RIGHTS INDEMNIFICATION. Bosch shall indemnify, defend, and hold harmless CUSTOMER against all final judgments of infringement in the United States of the Intellectual Property Rights of any third party registered and published in the United States (specifically excluding claims of infringement of any affiliate of CUSTOMER) and resulting direct damages and expenses (including reasonable attorney’s fees) arising out of use of any Product or Service as delivered by Bosch, provided Bosch shall have no liability and shall not indemnify, defend, or hold harmless CUSTOMER for or against any claim arising from (i) CUSTOMER’s gross negligence or willful or intentional acts or omissions; or (ii) any modification or alteration of any Products or Services, unless prior written authorization for such modification or alteration is provided by Bosch in writing; or (iii) use of the Products or Services in combination with any other equipment, software, products or services not supplied by Bosch and the use of such combination was not authorized by Bosch; or (iv) CUSTOMER’s designs, specifications, requirements, or instructions; or (v) the application or use of any Products or Services which fails to comply with the specification or other written instruction from Bosch; or (vi) the implementation of Standardized Technologies, to the extent the indemnification obligation stems from the Standardized Technologies or implementation related thereto (as used herein “Standardized Technologies” means technical specifications or functions (x) adopted by a standards organization (e.g., ETSI or IEEE), (y) defined by research institutes, industrial companies, or market participants to ensure technical conformity or compatibility, or (z) established by common practice in a particular field). For the sake of clarity, no indemnification or warranty is provided for Prototypes.

12.3 Bosch shall be entitled, at its discretion, to: (i) obtain a right of use for a Product or Service alleged to infringe an Intellectual Property Right, (ii) to modify the Product or Service so that it no longer infringes the Intellectual Property Right, or (iii) to replace the Product or Service with an equivalent substitute that no longer infringes the Intellectual Property Right. Bosch reserves the right to carry out the actions of (i)-(iii) in the sentence above at its disposal even if the infringement of the Intellectual Property Right has not been ruled on by a court of law with res judicata effect or acknowledged by Bosch. If Bosch determines that options (i), (ii) or (iii) are not reasonably available, Bosch shall be considered to have fulfilled its obligations under this Section 12 by returning the fees paid by CUSTOMER for Products or Services which are subject to the infringement claim.

12.4 INDEMNIFICATION FROM CUSTOMER. To the fullest extent permitted by applicable law, and subject to the conditions applicable to claims by CUSTOMER against Bosch under Section 12.2, CUSTOMER shall indemnify, defend, and hold harmless Bosch, its affiliates, and their respective directors, officers, employees, successors, and assigns for all claims, liabilities, damages, costs, and expenses (including reasonable attorney fees) asserted by a third party (specifically excluding any affiliate of Bosch) and incurred by Bosch in connection with such claims (including lawsuits, administrative claims, regulatory actions, and other proceedings to recover for personal injury or death, property damage, or economic losses) to the extent caused by: (i) CUSTOMER’s or Bosch’s infringement or misappropriation of any Intellectual Property Rights of any third party caused by (a) CUSTOMER’s technology, products, or services, or Bosch’s use thereof in accordance with these BOSCH Terms or any applicable Quotation, or (b) any modification or alteration of any Products or Services by CUSTOMER, unless prior written authorization for such modification or alteration is provided by Bosch in writing; or (ii) bodily injury or property damage resulting from CUSTOMER’s integration of the Products or

Services into vehicle systems or other components within the vehicle system in a manner that is not approved by Bosch or in compliance with all applicable laws; or (iii) any grossly negligent act or omission of CUSTOMER or any of its employees or agents; or (iv) CUSTOMER’s failure to comply with representations, performance, or obligations under these BOSCH Terms or the applicable Quotation; or (v) any design, hardware, software, data, instructions, requirements, or material expressly required or supplied by CUSTOMER.

12.5 The indemnified Party under Sections 12.2 or 12.4 shall give prompt written notice to the indemnifying Party of the claim for which it seeks indemnification (provided that the failure to give such notice will not relieve the indemnifying Party of its obligations under Sections 12.2 or 12.4, except to the extent that such failure materially prejudices the indemnifying Party’s ability to carry out its obligations under Sections 12.2 or 12.4). The indemnifying Party will assume and direct the defense and settlement of any such claim with counsel of the indemnifying Party’s reasonable choosing; the indemnified Party will provide the indemnifying Party, at the indemnifying Party’s expense, with such information and assistance as may be reasonably necessary for the defense and settlement of the claim. CUSTOMER will not settle or resolve any such claim without the advance written approval of Bosch, approval not to be unreasonably withheld or delayed, unless such settlement or resolution includes a full and unconditional release of Bosch with no admission of guilt from Bosch or its affiliates.

12.6 SOFTWARE. Notwithstanding anything to the contrary set forth in an applicable Quotation or these BOSCH Terms, and excluding any OSS (defined below), all Bosch software and firmware that has been loaded onto, incorporated into, or provided by Bosch in connection with the Products, Prototypes, or Services (the “**Software**”) is and remains owned by Bosch, or its affiliates. All Software is provided with only a limited right to use as delivered in connection with hardware and/or in accordance with the applicable software license provided to CUSTOMER. In the event any Software contains a click-through, pop-up, or other end-user license agreement (collectively, “**EULA**”), the terms of such EULA shall control over the terms of the applicable Quotation or these BOSCH Terms to the extent the terms of the EULA conflict with the Quotation or BOSCH Terms. In the event CUSTOMER does not accept the EULA at the time of delivery, (i) CUSTOMER shall not use the applicable Software or hardware incorporating such Software for any purpose and return the Software or corresponding hardware within ten (10) days of receipt thereof, and (ii) any use of the Software will be considered an unauthorized use in breach of these BOSCH Terms and the EULA. Unless expressly agreed otherwise, Bosch has no obligation to provide any updates or upgrades to the Software (including, without limitation correcting any bugs identified by Bosch, CUSTOMER, or any third party). Notwithstanding the foregoing sentence, Bosch reserves the right to make the availability of updates, upgrades, and new releases at its sole discretion or conditional upon the existence of a valid service contract.

12.7 OPEN SOURCE SOFTWARE. Products, Prototypes and Services which incorporate Software may contain free or open source software (“OSS”). Such OSS is always subject to separate third party OSS licensing terms and conditions (“**OSS-Terms and Conditions**”). The OSS-Terms and Conditions come into effect between CUSTOMER and the authors of the respective OSS. Under such OSS-Terms and Conditions, Bosch is required to provide the same to CUSTOMER and CUSTOMER itself has to obey all of the OSS-Terms and Conditions and to fulfill all corresponding obligations in case CUSTOMER further disposes of the Products, Prototypes, or Services through sales or other transfer to third parties. Such obligations may include, for example, documentation obligations or obligations to provide the source code of any software integrated in a product in which the OSS has also been integrated by CUSTOMER. An overview about all OSS components contained in the Products, Prototypes, or Services as well as corresponding license text of the OSS-Terms and Conditions (of all originating OSS authors) are part of Bosch’s delivery of the Product, Prototype, or Service (e.g. as part of the provided documentation, in a display field within a device, etc.). To the extent that new software versions included in Bosch’s Products, Prototypes, and Services may contain other and/or additional OSS, the same terms and conditions apply as stated in this Section 12.7.

12.8 CUSTOMER’S USE OF OPEN SOURCE SOFTWARE. CUSTOMER shall use reasonable commercial efforts to not combine or request or otherwise cause others to combine Bosch Software,

Products, Prototypes, and/or Services with any OSS or other data in any manner that would result in the Bosch Software, Products, Prototypes, and/or Services becoming subject to the terms of an OSS license. For any software provided to Bosch by CUSTOMER or on behalf of CUSTOMER, CUSTOMER shall disclose in writing a list of all applicable OSS-Terms and Conditions and/or third party license terms at the time of delivery of such software to Bosch, and CUSTOMER shall indemnify Bosch for all costs, expenses, and damages caused by CUSTOMER's failure to disclose OSS-Terms and Conditions and/or third party license terms in software provided by CUSTOMER, directed by CUSTOMER, or on behalf of CUSTOMER.

12.9 NO REPRODUCTION. Unless otherwise permissible under law or agreed to by Bosch in writing, CUSTOMER shall not itself and shall not enable or instruct others to copy/reproduce, reverse engineer, decompile, disassemble, translate, or fragment parts of Software or Prototypes provided by Bosch and CUSTOMER shall treat such Software and Prototypes as Confidential Information as defined in Section 12 of these BOSCH Terms.

13. GOVERNMENT CONTRACTS. If Products, Prototypes, and/or Services are purchased under a government contract or sub-contract, CUSTOMER shall promptly notify Bosch of the provisions of any government procurement laws and regulations which are required to be included in the contract covering the Products, Prototypes, and/or Services ordered. If compliance with such provisions increases Bosch's costs or liability, or encumbers any Bosch Intellectual Property Rights, Bosch will be entitled, at its option, to adjust the prices accordingly, request separate payment of the additional costs, or terminate this Agreement. CUSTOMER shall be responsible for all costs incurred by Bosch related to such compliance.

14. CONFIDENTIAL INFORMATION. Any and all non-public information and data concerning the Products, Prototypes, Services, or any other transaction covered hereunder which Bosch discloses to CUSTOMER, is generated by the Products, Prototypes, or Services, or which CUSTOMER otherwise obtains knowledge of hereunder, and any non-public technical, financial, or business information, trade secrets, orders, content, Prototype, or other information provided by Bosch to CUSTOMER (collectively, "**Confidential Information**") remains the exclusive property of Bosch and shall not be disclosed by CUSTOMER to third parties without Bosch's express written consent. Confidential Information shall be held in confidence and shall not be disclosed and shall not be used except to the extent necessary to carry out CUSTOMER's obligations or express rights hereunder, unless otherwise authorized by Bosch in writing. For the sake of clarity, CUSTOMER shall have no right whatsoever to such Confidential Information other than to use it for evaluation for the purpose of the transaction covered hereunder. If the CUSTOMER is compelled by law to disclose Bosch's Confidential Information, and a protective order or other remedy is not obtained, CUSTOMER shall furnish only that portion of the Confidential Information that is legally required and CUSTOMER shall use commercially reasonable efforts to obtain assurance that confidential treatment shall be accorded the Confidential Information. This Section 14 (Confidentiality) shall survive the termination or expiration of any purchase order, accepted Quotation, or other termination of CUSTOMER's use of or CUSTOMER's right to use the Products, Prototypes, and/or Services.

15. REMEDIES/LIMITATION OF REMEDIES. Bosch's rights and remedies set forth herein shall be in addition to any legal or equitable right or remedy available to Bosch. No waiver of any of Bosch's rights or remedies shall be effective without Bosch's express written consent. CUSTOMER's sole and exclusive remedy after acceptance of the Products or Services shall be the remedy available under the respective warranty provision.

16. LIMITATION OF LIABILITY.

The liability of BOSCH, and its respective affiliates, officers, directors, employees, shareholders, agents, licensors, or representatives (collectively the "BOSCH Parties") for any claim, regardless of the form of action, whether in contract, tort or negligence, for any damages resulting from or in any manner connected with this Agreement and any Products, shall be limited to the lesser of (i) CUSTOMER's actual direct damages related thereto, or (ii) the amount of the fees paid by

CUSTOMER for the portion of the Products which are in error. In no event shall the liability of the BOSCH Parties exceed the fees paid by CUSTOMER during the period such damages were incurred, such period not to exceed three (3) months, for the specific Products that allegedly give rise to the damages.

In no event shall any of the BOSCH Parties be liable for any indirect, incidental, special or consequential damages including, but not limited to, loss of data, lost business, lost profits and other economic damages, whether foreseeable or not, even if advised of the possibility of such damages. Without limiting the generality of the foregoing, the BOSCH Parties shall not be liable to CUSTOMER with respect to the quality or sufficiency of any business results or motorsport racing results to be achieved with the use of the Products.

CUSTOMER agrees, acknowledges and confirms that the limitations of liability set out in this Section are fair and reasonable in the commercial circumstances of this Agreement and that BOSCH would not have entered into this Agreement but for CUSTOMER's agreement to limit the liability of the BOSCH Parties in the manner, and to the extent, provided herein. The limitations of liability set out in this Section shall apply even in the event of a breach of condition, a breach of an essential or fundamental term, or a fundamental breach of this Agreement.

17. EXPORT. CUSTOMER will not sell, distribute, resell, or transfer (hereinafter collectively, "**Transfer**") any Product, Prototype, or Services, including commodities, software and technology/technical data, plans, and specifications relating to the Product, Prototype, or Services (collectively, "**Export Control Products**") or take any actions in relation to or in furtherance of these BOSCH Terms, which are contrary to U.S. Export Regulations, including but not limited to U.S. Department of Commerce Export Administration Regulations ("**EAR**"), the U.S. Treasury Office of Foreign Assets Controls ("**OFAC**"), U.S. Department of State International Traffic in Arms Regulations ("**ITAR**"), or any other applicable export control, import control, and economic sanction laws and regulations of the US or any country or countries (collectively, "**Export/Import Control Laws**"). CUSTOMER further acknowledges that Export/Import Control Laws, include but are not limited to, prohibitions against: (a) Transfer any product to U.S. embargoed countries (currently, Cuba, Iran, North Korea, Syria, and Sudan); (b) Transfer of ITAR product to any country with which the U.S. maintains an Arms Embargo; (c) Transfer of certain EAR controlled product for China, Russia, and Venezuela military end-use; (d) Transfer to certain OFAC sanctioned persons or countries; and (e) other restrictions as defined in the Export/Import Control Laws. CUSTOMER will immediately notify Bosch and cease activities with respect to a sale if CUSTOMER knows or has a reasonable suspicion that an Export Control Product has been or may be exported, re-exported, transferred, or released in violation of Export/Import Control Laws. Unless otherwise mutually agreed in writing, CUSTOMER agrees that it will not use an Export Control Product in connection with any activity involving nuclear fission or fusion, any use or handling of any nuclear material, or any nuclear, chemical or biological weapons. CUSTOMER shall defend, indemnify, and hold Bosch harmless from any and all losses suffered by Bosch as a direct result of CUSTOMER's or its CUSTOMERs' non-compliance with Export/Import Control Laws. Bosch will not be liable to CUSTOMER for failure to provide Products, Prototypes, Services, transfers, or technical data as a result of any government actions that impacts Bosch's ability to perform, including: (a) the failure to provide or the cancellation of export or re-export licenses; or (b) any subsequent interpretation of applicable import, transfer, export, or re-export law or regulation after the date of any order or commitment that has a material adverse effect on Bosch's performance.

18. ELECTRONIC DATA EXCHANGE; VEHICLE DATA; PRIVACY.

18.1 ELECTRONIC DATA EXCHANGE. Bosch supports most electronic data exchange systems. Each party bears responsibility for its data input and for the part of the system for which it is responsible.

18.2 VEHICLE DATA. CUSTOMER hereby grants to Bosch the unlimited right to use and sublicense to Bosch affiliates, agents, consultants, and subcontractors the unlimited right to use Vehicle Data (defined below) or any portion thereof, wherein such use may include, without limitation, copying, aggregating, creating derivatives, and/or

anonymizing such Vehicle Data, for the following purposes: (i) the investigation of any accidents or claims related to a defect, failure, or alleged defect or failure of Bosch's Products, Prototypes, or Services; (ii) research and development related to improvement, analyses, and modification of Bosch's Products, Prototypes, and Services; (iii) the defense of any claim against Bosch brought by CUSTOMER or any third party; and (iv) any other purpose as mutually agreed in writing between the parties. To the extent Bosch does not have direct access to or does not directly receive Vehicle Data, CUSTOMER shall provide access or otherwise deliver to Bosch all Vehicle Data in the possession of CUSTOMER within thirty (30) days after written request from Bosch or on a continual basis, if mutually agreed between the parties. Bosch shall not disclose Vehicle Data to any third party, other than (i) affiliates, and (ii) agents, consultants, and subcontractors contractually required to maintain the confidentiality of Vehicle Data. As used herein, "**Vehicle Data**" means any and all data produced, collected, transmitted, or processed by Bosch's Products, Prototypes, or Services, including without limitation components, systems, modules and electronic control units.

18.3 PROTECTION OF PERSONAL INFORMATION. The terms of the Data Protection Addendum at, available upon request, are hereby incorporated by reference and shall apply to the extent that Vehicle Data includes Personal Data (as defined below) or Bosch processes Personal Data for or on behalf of CUSTOMER as part of the Services. Bosch and CUSTOMER shall complete Bosch's Data Protection Addendum. "**Personal Data**" means any information relating to any identified or identifiable natural person.

19. COMPLIANCE WITH LAWS. Each party represents and warrants to the other party that it and its employees and agents are and will continue to be in compliance with all applicable laws and regulations relating to its performance under the Quotation and these BOSCH Terms, including without limitation laws associated with testing and evaluation of vehicles and Prototypes on a public roadway, and any laws or regulations relating to the processing of Vehicle Data. The applicable laws and regulations that Bosch must comply with are only those jurisdictions set forth in the applicable Quotation.

20. SET-OFF. CUSTOMER is not entitled to and shall not set-off any amounts due or allegedly due from Bosch to CUSTOMER from CUSTOMER's debts towards Bosch.

21. ASSIGNMENT. Neither Party shall assign its rights or obligations hereunder without the other Party's prior written consent. A corporate reorganization, which does not result in a change of control or beneficial owner, will not be deemed an assignment.

22. RELATIONSHIP OF THE PARTIES. CUSTOMER and Bosch are independent contracting parties. Nothing hereunder or in the course of performance under the Quotation or these BOSCH Terms will grant either Party the authority to create or assume an obligation on behalf of or in the name of the other Party or will be deemed to create the relationship of joint venture, partnership, association, or employment between the Parties.

23. SEVERABILITY. In the event that any provision of these BOSCH Terms or the Quotation is declared by a court to be void or unenforceable, the validity of any other provisions and of the entire BOSCH Terms or the Quotation will not be affected thereby.

24. APPLICABLE LAW; ARBITRATION. These BOSCH Terms, the Quotation, and all disputes between the Parties arising out of or related thereto shall be governed by the laws of the State of Michigan except for its choice of law rules; the United Nations Convention on the International Sale of Goods shall not apply. The Parties acknowledge that these BOSCH Terms and the applicable Quotation evidences a transaction involving interstate commerce. The Parties shall first endeavor to resolve through good faith negotiations any dispute arising under or relating to these BOSCH Terms and the applicable Quotation. If a dispute cannot be resolved through good faith negotiations within thirty (30) days either Party may request non-binding mediation by a mediator approved by both Parties. If mediation fails to resolve the dispute within thirty (30) days after the first mediation session, then,

upon notice by either Party to the other, any and all disputes, controversies, differences, or claims arising out of or relating to these BOSCH Terms and the applicable Quotation (including the formation, existence, validity, interpretation (including of this Arbitration clause), breach, or termination thereof) shall be resolved exclusively through binding arbitration, except that either Party shall have the right, at its option, to seek injunctive relief, under seal to maintain confidentiality to the extent permitted by law, (i) in either the Michigan Circuit Court for the County of Oakland or the United States Court for the Eastern District of Michigan, or (ii) pursuant to the American Arbitration Association ("AAA") Optional Rules for Emergency Measures of Protection. A request by a Party to a court of competent jurisdiction for such interim measures shall not be deemed incompatible with, or a waiver of, this agreement to arbitrate. The Parties agree that any ruling by the arbitration tribunal on interim measures shall be deemed to be a final award for purposes of enforcement. The arbitration proceedings shall be conducted in accordance with the Commercial Arbitration Rules of the AAA including application of the Optional Rules for Emergency Measures of Protection as amended from time to time, except as modified by this clause or by mutual agreement of the Parties, and shall be governed by the United States Federal Arbitration Act. Within 14 days after the commencement of arbitration, each Party shall select one person to act as arbitrator and the two selected shall select a third arbitrator within 10 days of their appointment. If the arbitrators selected by the Parties are unable or fail to agree upon the third arbitrator, the third arbitrator shall be selected by the AAA. The arbitration shall be conducted in Detroit, Michigan, and the language of the arbitration shall be English. The arbitrators' award shall be final and binding. The arbitrators shall issue a written opinion setting forth the basis for the arbitrators' decision. The written opinion may be issued separately from the award, in the arbitrators' discretion. Each Party shall bear its own attorney fees and costs, and each Party shall bear one half the cost of the arbitration hearing fees, and the cost of the arbitrators, unless the arbitrators find the claims or defenses to have been frivolous or harassing, in which case the arbitrators may award the party responding to such frivolous or harassing claims/defenses its costs of the arbitration and/or reasonable attorney fees, in the arbitrators' discretion. Either Party may apply to have the arbitration award confirmed and a court judgment entered upon it. Venue for confirmation of or any challenge to the Arbitration Award shall be in either the Michigan Circuit Court for the County of Oakland or the United States Court for the Eastern District of Michigan and shall be done under seal to maintain confidentiality to the maximum extent permitted by law. The arbitrators shall have no authority to award punitive damages or any other damages excluded herein, to the maximum extent permitted by law. Except as may be required by law, neither a Party nor their counsel nor an arbitrator may disclose the existence, content, or results of any arbitration hereunder without the prior written consent of both Parties.

25. SURVIVAL. Any right or obligation of a Party which, by its nature or context is intended to survive termination or expiration of the applicable Quotation or these BOSCH Terms, will survive any such termination or expiration, including without limitation Sections 14-26.

26. VALIDITY OF QUOTATION. Any Quotations issued subject to these BOSCH Terms will be valid for 30 days from the date of issuance unless stated otherwise in the Quotation.

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

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