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Equipment for High Performance Vehicles

Edition 2020

Bosch Motorsport

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Control

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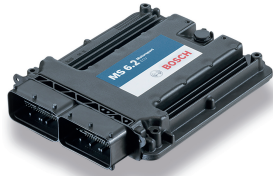
Overview

Engine Control Unit MS 6.1



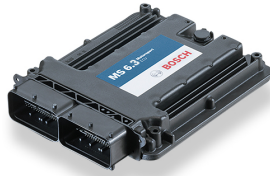
- Optimized for low pressure injection
- Basic number of low pressure control functions
- Basic number of engine functions
- Measurement with 21 analog inputs
- Multiple Software options available

Engine Control Unit MS 6.2



- Optimized for low pressure injection
- Full number of low pressure control functions
- Full number of engine functions
- Measurement with 41 analog inputs
- Multiple Software options available

Engine Control Unit MS 6.3



- Optimized for low and high pressure injection
- HP package for flat and V-engines optional
- Measurement with 21 analog inputs
- Multiple Software options available

Engine Control Unit MS 6.4



- Optimized for low and high pressure injection
- HP package for flat and V-engines inclusive
- Measurement with 41 analog inputs
- Multiple Software options available

Engine Control Unit MS 7.4



- Optimized for low and high pressure injection
- Data logger included
- Gearbox control optionally included
- Gigabit data interface

Engine Control Unit MS 6.1



Features

- ▶ Optimized for low pressure injection
- ▶ Basic number of low pressure control functions
- ▶ Basic number of engine functions
- ▶ Measurement with 21 analog inputs
- ▶ Multiple Software options available

The MS 6.1 engine control unit manages gasoline engines up to 12 cylinders. As a member of our MS 6 family it features a powerful digital processing core with floating point arithmetic and a high-end FPGA for ultimate performance and flexibility. The MS 6 family utilizes a new software development process based on MATLAB/Simulink which significantly speeds algorithm development by using automatic code and documentation generation. Custom functions can be quickly and easily generated. The flexible hardware design allows the MS 6.1 to support complex or unusual engine or chassis configurations.

Application

Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
------------------------	---

Physical engine model for fast application

- determine engine load by throttle position or air pressure signals
- mixture control and basic ignition guided by main signal relative load r1
- Subsystems pit speed-, launch-, rpm-limiter and ASR are integrated inside torque control
- Separated power cut functions to assist several gear cut systems
- Diagnostics
- Integrated safety strategy for 2 electronic throttle controls

Integrated support of manual gearshift	
Electronic throttle control	Optional
VVT	Optional
Turbo control	Optional
Traction control	Optional
Launch control	Optional
LTE Ethernet telemetry support	
Internal logger	Partition 1, 1 GB memory, diagnostic channels, 50 free configurable channels, fastest sampling 50 Hz, digital filter respecting sampling theorem
Logger options	See Software Options (not included)

Technical Specifications

Inputs

Analog inputs	21 (41 opt.)
Internal measurement	1 triax acceleration 1 ambient pressure 2 ECU temperature 2 ECU voltage
Thermocouple	2 K-type
Lambda	2 LSU 4.9
Knock	4
Digital inputs	9
Digital switch Engine ON/OFF	1
Power supplies	4 sensor supplies 5 V, 50 mA 3 sensor supplies 5 V, 150 mA 7 sensor grounds 2 sensor screens

Mechanical Data

Aluminum housing	
2 Bosch connectors, 196 pins in total	
Size	226 x 181 x 44 mm
Weight	1,086 g
Protection Classification	IP54
Temp. range (at internal sensors)	-20 to 80°C

Electrical Data

Power supply	6 to 18 V
CPU	Dual Core 667 MHz, FPGA

Communication

2 Ethernet
3 CAN
1 LIN
1 USB

1 RS232

1 Time sync synchronization Ethernet

3 Network screens

Outputs

Low pressure injection Max. 12 cylinders up to 12,500 rpm, high impedance injectors only

Ignition Max. 12 cylinders, coils with integrated amplifier

Further outputs 2 x 4 amp pwm lowside switch
2 x 4 amp pwm lowside switch for Lambda heater
4 x 3 amp pwm lowside switch
8 x 2.2 amp pwm lowside switch
2 x 1 amp pwm lowside switch
2 x 1 amp pwm lowside switch low dump resistant
3 x 8,5 amp H-bridge (2 reserved for electronic throttle)
12 x low pressure injection for high impedance injectors
12 x ignition control

Outputs signals 1 x flywheel
1 x trigger wheel
1 x engine rpm

Application Configurable flywheel- and trigger disc geometries
Selectable links between functions and in- or outputs

Function documentation Automatically created during code generation

MatLab code generation Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7 Light

Data Application tool Modas Sport

System Configuration tool RaceCon

Mating Connectors (not included)

Mating Connector 91 pins F 02U B00 711-01

Mating Connector 105 pins F 02U B00 712-01

Software Options (not included)

Engine Function Package I Electronic throttle control, VVT, Turbo control

Engine Function Package II Traction and launch control

Measurement Package Increase to 41 analog inputs

Logger Package I Extension for Partition 1: up to 720 channels, fastest sampling 1,000 Hz or 1 syncro, (max number of 1,080 channels to respect)

Logger Package II

Partition 2: 720 channels, 1 GB memory, fastest sampling 1,000 Hz or 1 syncro, long-term recording, own data protection code (max number of 1,080 channels to respect)

Logger Package III

Copy data of partition 1 to USB data stick

Gear Control Package I

Gear control Mega-Line functionality, has to be used with Mega-Line components (License model via Megaline) [included for base versions beginning with MS6A_BASE_0800 or comparable]

Gear Control Package II

Gear control Bosch Motorsport functionality

Gear Control Package III

Gear control coordination to external GCU systems [included for base versions beginning with MS6A_BASE_0600 or comparable]

Innovation License Device

Activation of engine speed functions* per unit

Innovation Package Project

Activation of engine speed functions* per project version

*Engine speed functions: second or backup engine speed sensor, quick engine start, detection of engine reverse rotation

Installation Notes

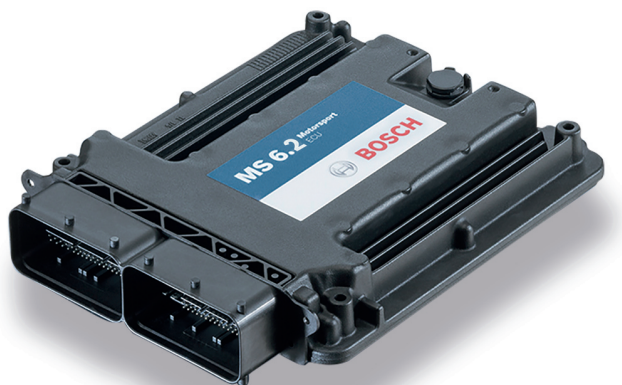
Inspection services recommended after 220 h or 24 months, no components to replace.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Ordering Information**Engine Control Unit MS 6.1**Order number **F 02U V01 961-04****Accessories****Breakout Box BOB MS 6**Order number **F 02U V02 294-01****Mating Connector 91 pins**Order number **F 02U B00 711-01****Mating Connector 105 pins**Order number **F 02U B00 712-01****Data Application Tool Modas Sport**Order number **free download at our homepage****System Configuration Tool RaceCon**Order number **free download at our homepage****Data Analysis Tool WinDarab V7**Order number **free download at our homepage****Software Options****Engine Function Package I**Order number **F 02U V02 001-01****Engine Function Package II**Order number **F 02U V02 002-01****Measurement Package**Order number **F 02U V02 000-01****Logger Package I**Order number **F 02U V01 993-01****Logger Package II**Order number **F 02U V01 998-01****Logger Package III**Order number **F 02U V02 082-01****Gear Control Package I**Order number **F 02U V02 107-01 (on request)****Gear Control Package II**Order number **F 02U V02 108-01****Gear Control Package III**Order number **F 02U V02 109-01 (on request)****Innovation License Device**Order number **F 02U V02 510-01****Innovation Package Project**Order number **F 02U V02 511-01**

Engine Control Unit MS 6.2



Features

- ▶ Optimized for low pressure injection
- ▶ Full number of low pressure control functions
- ▶ Full number of engine functions
- ▶ Measurement with 41 analog inputs
- ▶ Multiple Software options available

The MS 6.2 engine control unit manages gasoline engines up to 12 cylinders. As a member of our MS 6 family it features a powerful digital processing core with floating point arithmetic and a high-end FPGA for ultimate performance and flexibility. The MS 6 family utilizes a new software development process based on MATLAB/Simulink which significantly speeds algorithm development by using automatic code and documentation generation. Custom functions can be quickly and easily generated. The flexible hardware design allows the MS 6.2 to support complex or unusual engine or chassis configurations.

Application

Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
------------------------	---

Physical engine model for fast application

- determine engine load by throttle position or air pressure signals
- mixture control and basic ignition guided by main signal relative load r/l
- Subsystems pit speed-, launch-, rpm-limiter and ASR are integrated inside torque control
- Separated power cut functions to assist several gear cut systems
- Diagnostics
- Integrated safety strategy for 2 electronic throttle controls

Integrated support of manual gearshift

Electronic throttle control

VVT

Turbo control

Traction control

Launch control

LTE Ethernet telemetry support

Internal logger Partition 1, 1 GB memory, diagnostic channels, 50 free configurable channels, fastest sampling 50 Hz, digital filter respecting sampling theorem

Logger options See Software Options (not included)

Technical Specifications

Mechanical Data

Aluminum housing

2 Bosch connectors, 196 pins in total

Size 226 x 181 x 44 mm

Weight 1,086 g

Protection Classification IP54

Temp. range (at internal sensors) -20 to 80°C

Electrical Data

Power supply 6 to 18 V

CPU Dual Core 667 MHz, FPGA

Communication

2 Ethernet

3 CAN

1 LIN

1 USB

1 RS232

1 Time sync synchronization Ethernet

3 Network screens

Inputs

Analog inputs 41

Internal measurement 1 triax acceleration
1 ambient pressure
2 ECU temperature
2 ECU voltage

Thermocouple 2 K-type

Lambda 2 LSU 4.9

Knock 4

Digital inputs 9

Digital switch Engine ON/OFF 1

Power supplies	4 sensor supplies 5 V, 50 mA 3 sensor supplies 5 V, 150 mA 7 sensor grounds 2 sensor screens
Outputs	
Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
Ignition	Max. 12 cylinders, coils with integrated amplifier
Further outputs	2 x 4 amp pwm lowside switch 2 x 4 amp pwm lowside switch for Lambda heater 4 x 3 amp pwm lowside switch 8 x 2.2 amp pwm lowside switch 2 x 1 amp pwm lowside switch 2 x 1 amp pwm lowside switch low dump resistant 3 x 8,5 amp H-bridge (2 reserved for electronic throttle) 12 x low pressure injection for high impedance injectors 12 x ignition control
Outputs signals	1 x flywheel 1 x trigger wheel 1 x engine rpm
Application	Configurable flywheel- and trigger disc geometries Selectable links between functions and in- or outputs
Function documentation	Automatically created during code generation
MatLab code generation	Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7 Light

Data Application tool Modas Sport

System Configuration tool RaceCon

Mating Connectors (not included)

Mating Connector 91 pins F 02U B00 711-01

Mating Connector 105 pins F 02U B00 712-01

Software Options (not included)

Customer Code Area Enable Customer Code Area

Logger Package I Extension for Partition 1: up to 720 channels, fastest sampling 1,000 Hz or 1 syncro, (max number of 1,080 channels to respect)

Logger Package II Partition 2: 720 channels, 1 GB memory, fastest sampling 1,000 Hz or 1 syncro, long-

term recording, own data protection code (max number of 1,080 channels to respect)

Logger Package III	Copy data of partition 1 to USB data stick
Gear Control Package I	Gear control Mega-Line functionality, has to be used with Mega-Line components (License model via Megaline) [included for base versions beginning with MS6A_BASE_0800 or comparable]
Gear Control Package II	Gear control Bosch Motorsport functionality
Gear Control Package III	Gear control coordination to external GCU systems [included for base versions beginning with MS6A_BASE_0600 or comparable]
Innovation License Device	Activation of engine speed functions* per unit
Innovation Package Project	Activation of engine speed functions* per project version
*Engine speed functions: second or backup engine speed sensor, quick engine start, detection of engine reverse rotation	

Installation Notes

Inspection services recommended after 220 h or 24 months, no components to replace.

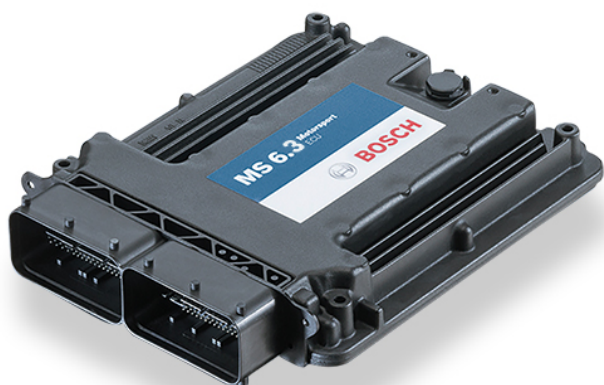
Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Ordering Information

Engine Control Unit MS 6.2Order number **F 02U V01 867-07****Accessories****Breakout Box BOB MS 6**Order number **F 02U V02 294-01****Mating Connector 91 pins**Order number **F 02U B00 711-01****Mating Connector 105 pins**Order number **F 02U B00 712-01****Data Application Tool Modas Sport**Order number **free download at our homepage****System Configuration Tool RaceCon**Order number **free download at our homepage****Data Analysis Tool WinDarab V7**Order number **free download at our homepage****Software Options****Logger Package I**Order number **F 02U V01 993-01****Logger Package II**Order number **F 02U V01 998-01****Logger Package III**Order number **F 02U V02 082-01****Gear Control Package I**Order number **F 02U V02 107-01 (on request)****Gear Control Package II**Order number **F 02U V02 108-01****Gear Control Package III**Order number **F 02U V02 109-01 (on request)****Customer Code Area**Order number **F 02U V02 137-01****Innovation License Device**Order number **F 02U V02 510-01****Innovation Package Project**Order number **F 02U V02 511-01**

Engine Control Unit MS 6.3



Features

- Optimized for low and high pressure injection
- HP package for flat and V-engines optional
- Measurement with 21 analog inputs
- Multiple Software options available

The MS 6.3 engine control unit manages gasoline engines up to 12 cylinders. As a member of our MS 6 family it features a powerful digital processing core with floating point arithmetic and a high-end FPGA for ultimate performance and flexibility. The MS 6 family utilizes a new software development process based on MATLAB/Simulink which significantly speeds algorithm development by using automatic code and documentation generation. Custom functions can be quickly and easily generated. The flexible hardware design allows the MS 6.3 to support complex or unusual engine or chassis configurations.

Application

High pressure injection	Integrated power stages for the use of: 4 cylinders up to 12,500 rpm 6 cylinders up to 9,500 rpm 8 cylinders up to 8,500 rpm (depending injection types and pressure ranges)
HP package for flat and V-engines optional (2nd Bank, MSV2, cylinder 7&8, external cylinder 9-12)	
Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
Physical engine model for fast application	determine engine load by throttle position or air pressure signals

- mixture control and basic ignition guided by main signal relative load rI
- Subsystems pit speed-, launch-, rpm-limiter and ASR are integrated inside torque control
- Separated power cut functions to assist several gear cut systems
- Diagnostics
- Integrated safety strategy for 2 electronic throttle controls

Integrated support of manual gearshift

Electronic throttle control

VVT

Turbo control

Traction control

Launch control

LTE Ethernet telemetry support

Internal logger	Partition 1, 1 GB memory, diagnostic channels, 50 free configurable channels, fastest sampling 50 Hz, digital filter respecting sampling theorem
Logger options	See Software Options (not included)

Technical Specifications

Mechanical Data

Aluminum housing	
2 Bosch connectors, 196 pins in total	
Size	226 x 181 x 44 mm
Weight	1,086 g
Protection Classification	IP54
Temp. range (at internal sensors)	-20 to 80°C

Electrical Data

Power supply	6 to 18 V
CPU	Dual Core 667 MHz, FPGA

Communication

2 Ethernet	
3 CAN	
1 LIN	
1 USB	
1 RS232	
1 Time sync synchronization Ethernet	
3 Network screens	

Inputs

Analog inputs	21 (41 opt.)
---------------	--------------

Internal measurement	1 triax acceleration 1 ambient pressure 2 ECU temperature 2 ECU voltage
Thermocouple	2 K-type
Lambda	2 LSU 4.9
Knock	4
Digital inputs	9
Digital switch Engine ON/OFF	1
Power supplies	4 sensor supplies 5 V, 50 mA 3 sensor supplies 5 V, 150 mA 7 sensor grounds 2 sensor screens
Outputs	
Outputs	2 x high pressure pump with MSV control 8 x high pressure injection for magnetic injectors
High pressure injection	Integrated power stages for the use of: 4 cylinders up to 12,500 rpm 6 cylinders up to 9,500 rpm 8 cylinders up to 8,500 rpm (depending injection types and pressure ranges)
Booster extension (HPI5)	Application notes avl. for Bosch HDP5- and Hitachi Gen3 pumps. Hitachi Gen1 notes on request. Additional booster connectable to support 9 to 12 cylinders or to realize higher rpm
Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
Ignition	Max. 12 cylinders, coils with integrated amplifier
Further outputs	2 x 4 amp pwm lowside switch 2 x 4 amp pwm lowside switch for Lambda heater 4 x 3 amp pwm lowside switch 8 x 2.2 amp pwm lowside switch 2 x 1 amp pwm lowside switch 2 x 1 amp pwm lowside switch low dump resistant 3 x 8,5 amp H-bridge (2 reserved for electronic throttle) 12 x low pressure injection for high impedance injectors 12 x ignition control
Outputs signals	1 x flywheel 1 x trigger wheel 1 x engine rpm

Application	Configurable flywheel- and trigger disc geometries Selectable links between functions and in- or outputs
Function documentation	Automatically created during code generation
MatLab code generation	Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7 Light

Data Application tool Modas Sport

System Configuration tool RaceCon

Mating Connectors (not included)

Mating Connector 91 pins F 02U B00 711-01

Mating Connector 105 pins F 02U B00 712-01

Software Options (not included)High Pressure Injection Package
For flat- and V-engines (2nd Bank, MSV2, cylinder 7&8, external cylinder 9-12)Measurement Package
Increase to 41 analog inputsCustomer Code Area
Enable Customer Code AreaLogger Package I
Extension for Partition 1: up to 720 channels, fastest sampling 1,000 Hz or 1 syncro, (max number of 1,080 channels to respect)Logger Package II
Partition 2: 720 channels, 1 GB memory, fastest sampling 1,000 Hz or 1 syncro, long-term recording, own data protection code (max number of 1,080 channels to respect)Logger Package III
Copy data of partition 1 to USB data stickGear Control Package I
Gear control Mega-Line functionality, has to be used with Mega-Line components (License model via Megaline)
[included for base versions beginning with MS6A_BASE_0800 or comparable]Gear Control Package II
Gear control Bosch Motorsport functionalityGear Control Package III
Gear control coordination to external GCU systems
[included for base versions beginning with MS6A_BASE_0600 or comparable]Innovation License Device
Activation of engine speed functions* per unit

Innovation Package Project	Activation of engine speed functions* per project version
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*Engine speed functions: second or backup engine speed sensor, quick engine start, detection of engine reverse rotation

Installation Notes

Inspection services recommended after 220 h or 24 months, no components to replace.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Ordering Information

Engine Control Unit MS 6.3

Order number **F 02U V01 963-04**

Accessories

Breakout Box BOB MS 6

Order number **F 02U V02 294-01**

Mating Connector 91 pins

Order number **F 02U B00 711-01**

Mating Connector 105 pins

Order number **F 02U B00 712-01**

Data Application Tool Modas Sport

Order number **free download at our homepage**

System Configuration Tool RaceCon

Order number **free download at our homepage**

Data Analysis Tool WinDarab V7

Order number **free download at our homepage**

Software Options

High Pressure Injection Package

Order number **F 02U V01 999-01**

Measurement Package

Order number **F 02U V02 000-01**

Logger Package I

Order number **F 02U V01 993-01**

Logger Package II

Order number **F 02U V01 998-01**

Logger Package III

Order number **F 02U V02 082-01**

Gear Control Package I

Order number **F 02U V02 107-01 (on request)**

Gear Control Package II

Order number **F 02U V02 108-01**

Gear Control Package III

Order number **F 02U V02 109-01 (on request)**

Customer Code Area

Order number **F 02U V02 137-01**

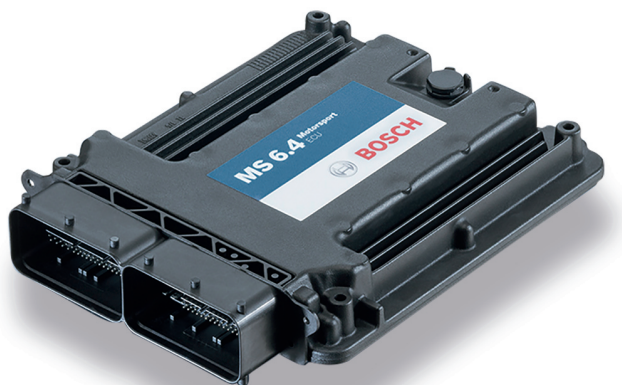
Innovation License Device

Order number **F 02U V02 510-01**

Innovation Package Project

Order number **F 02U V02 511-01**

Engine Control Unit MS 6.4



Features

- ▶ Optimized for low and high pressure injection
- ▶ HP package for flat and V-engines inclusive
- ▶ Measurement with 41 analog inputs
- ▶ Multiple Software options available

The MS 6.4 engine control unit manages gasoline engines up to 12 cylinders. As a member of our MS 6 family it features a powerful digital processing core with floating point arithmetic and a high-end FPGA for ultimate performance and flexibility. The MS 6 family utilizes a new software development process based on MATLAB/Simulink which significantly speeds algorithm development by using automatic code and documentation generation. Custom functions can be quickly and easily generated. The flexible hardware design allows the MS 6.4 to support complex or unusual engine or chassis configurations.

Application

High pressure injection	Integrated power stages for the use of: 4 cylinders up to 12,500 rpm 6 cylinders up to 9,500 rpm 8 cylinders up to 8,500 rpm (depending injection types and pressure ranges)
HP package for flat and V-engines inclusive (2nd Bank, MSV2, cylinder 7&8, external cylinder 9-12)	
Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
Physical engine model for fast application	• determine engine load by throttle position or air pressure signals

- mixture control and basic ignition guided by main signal relative load rl
- Subsystems pit speed-, launch-, rpm-limiter and ASR are integrated inside torque control
- Separated power cut functions to assist several gear cut systems
- Diagnostics
- Integrated safety strategy for 2 electronic throttle controls

Integrated support of manual gearshift

Electronic throttle control

VVT

Turbo control

Traction control

Launch control

LTE Ethernet telemetry support

Internal logger	Partition 1, 1 GB memory, diagnostic channels, 50 free configurable channels, fastest sampling 50 Hz, digital filter respecting sampling theorem
Logger options	See Software Options (not included)

Technical Specifications

Mechanical Data

Aluminum housing	
2 Bosch connectors, 196 pins in total	
Size	226 x 181 x 44 mm
Weight	1,086 g
Protection Classification	IP54
Temp. range (at internal sensors)	-20 to 80°C

Electrical Data

Power supply	6 to 18 V
CPU	Dual Core 667 MHz, FPGA

Communication

2 Ethernet	
3 CAN	
1 LIN	
1 USB	
1 RS232	
1 Time sync synchronization Ethernet	
3 Network screens	

Inputs

Analog inputs	41
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Internal measurement	1 triax acceleration 1 ambient pressure 2 ECU temperature 2 ECU voltage
Thermocouple	2 K-type
Lambda	2 LSU 4.9
Knock	4
Digital inputs	9
Digital switch Engine ON/OFF	1
Power supplies	4 sensor supplies 5 V, 50 mA 3 sensor supplies 5 V, 150 mA 7 sensor grounds 2 sensor screens
Outputs	
Outputs	2 x high pressure pump with MSV control 8 x high pressure injection for magnetic injectors
High pressure injection	Integrated power stages for the use of: 4 cylinders up to 12,500 rpm 6 cylinders up to 9,500 rpm 8 cylinders up to 8,500 rpm (depending injection types and pressure ranges)
Booster extension (HPI5)	Application notes avl. for Bosch HDP5- and Hitachi Gen3 pumps. Hitachi Gen1 notes on request. Additional booster connectable to support 9 to 12 cylinders or to realize higher rpm
Low pressure injection	Max. 12 cylinders up to 12,500 rpm, high impedance injectors only
Ignition	Max. 12 cylinders, coils with integrated amplifier
Further outputs	2 x 4 amp pwm lowside switch 2 x 4 amp pwm lowside switch for Lambda heater 4 x 3 amp pwm lowside switch 8 x 2.2 amp pwm lowside switch 2 x 1 amp pwm lowside switch 2 x 1 amp pwm lowside switch low dump resistant 3 x 8,5 amp H-bridge (2 reserved for electronic throttle) 12 x low pressure injection for high impedance injectors 12 x ignition control
Outputs signals	1 x flywheel 1 x trigger wheel 1 x engine rpm

Application	Configurable flywheel- and trigger disc geometries Selectable links between functions and in- or outputs
Function documentation	Automatically created during code generation
MatLab code generation	Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7 Light
Data Application tool Modas Sport
System Configuration tool RaceCon

Mating Connectors (not included)

Mating Connector 91 pins	F 02U B00 711-01
Mating Connector 105 pins	F 02U B00 712-01

Software Options (not included)

Customer Code Area	Enable Customer Code Area
Logger Package I	Extension for Partition 1: up to 720 channels, fastest sampling 1,000 Hz or 1 syncro, (max number of 1,080 channels to respect)
Logger Package II	Partition 2: 720 channels, 1 GB memory, fastest sampling 1,000 Hz or 1 syncro, long-term recording, own data protection code (max number of 1,080 channels to respect)
Logger Package III	Copy data of partition 1 to USB data stick
Gear Control Package I	Gear control Mega-Line functionality, has to be used with Mega-Line components (License model via Megaline) [included for base versions beginning with MS6A_BASE_0800 or comparable]
Gear Control Package II	Gear control Bosch Motorsport functionality
Gear Control Package III	Gear control coordination to external GCU systems [included for base versions beginning with MS6A_BASE_0600 or comparable]
Innovation License Device	Activation of engine speed functions* per unit
Innovation Package Project	Activation of engine speed functions* per project version

*Engine speed functions: second or backup engine speed sensor, quick engine start, detection of engine reverse rotation

Installation Notes

Inspection services recommended after 220 h or 24 months, no components to replace.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Ordering Information

Engine Control Unit MS 6.4

Order number **F 02U V02 019-07**

Engine Control Unit MS 6 RX

FIA-homologated version for WRX Championship

Order number **F 02U V02 570**

Conversion MS 6.4 to MS 6 RX

Order number **F 02U V02 571**

Accessories

Breakout Box BOB MS 6

Order number **F 02U V02 294-01**

Mating Connector 91 pins

Order number **F 02U B00 711-01**

Mating Connector 105 pins

Order number **F 02U B00 712-01**

Data Application Tool Modas Sport

Order number **free download at our homepage**

System Configuration Tool RaceCon

Order number **free download at our homepage**

Data Analysis Tool WinDarab V7

Order number **free download at our homepage**

Software Options

Customer Code Area

Order number **F 02U V02 137-01**

Logger Package I

Order number **F 02U V01 993-01**

Logger Package II

Order number **F 02U V01 998-01**

Logger Package III

Order number **F 02U V02 082-01**

Gear Control Package I

Order number **F 02U V02 107-01 (on request)**

Gear Control Package II

Order number **F 02U V02 108-01**

Gear Control Package III

Order number **F 02U V02 109-01 (on request)**

Innovation License Device

Order number **F 02U V02 510-01**

Innovation Package Project

Order number **F 02U V02 511-01**

Engine Control Unit MS 7.4



Features

- Optimized for low and high pressure injection
- Data logger included
- Gearbox control optionally included
- Gigabit data interface

The MS 7.4 engine control unit manages gasoline engines up to 12 cylinders. Our new MS 7 line features a powerful digital processing core with floating point arithmetic and a high-end FPGA for ultimate performance and flexibility. The MS 7 line utilizes a software development process based on MATLAB/Simulink which significantly speeds up algorithm development by using automatic code and documentation generation. Custom functions can be generated quickly and easily. The flexible hardware design allows the MS 7.4 to support complex or unusual engine or chassis configurations.

Application

High pressure injection	Integrated power stages for triple injection and use of: 4 cylinders up to 14,600 rpm 6 cylinders up to 9,700 rpm 8 cylinders up to 7,300 rpm (depending injection types and pressure ranges)
HP package for flat and V-engines inclusive (2nd Bank, MSV2, external cylinder 9-12)	
Low pressure injection	Max. 12 cylinders up to 16,000 rpm, high impedance injectors only

Ignition	8 integrated power stages up to 20 A, alternatively up to 12 drivers for use with external power stages
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Physical engine model for fast application

- determine engine load by throttle position or air pressure signals
- mixture control and basic ignition guided by main signal relative load rl
- Subsystems pit speed-, launch-, rpm-limiter and ASR are integrated inside torque control
- Separated power cut functions to assist several gear cut systems
- Diagnostics
- Integrated safety strategy for 2 electronic throttle controls

Integrated support of manual gearshift

Electronic throttle control

VVT

Turbo control

Traction control

Launch control

LTE Ethernet telemetry support

Internal logger	2 partitions with 4 GB memory each, diagnostic channels, fastest sampling 1 kHz, digital filter respecting sampling theorem, use of 4 GB USB data stick
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Technical Specifications

Mechanical Data

Milled aluminum housing	
4 motorsport connectors, 264 pins in total	
Size without connectors	198 x 180 x 42 mm
Weight	1,610 g
Protection Classification	IP67
Temp. range (at internal sensors)	-20 to 85°C
Max. Vibration	Vibration Profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Power supply	6 to 18 V
CPU	Dual Core 1,000 MHz, FPGA

Communication

1 Ethernet 1 Gbit	
2 Ethernet 100 Mbit	
2 Realtime Ethernet	
3 CAN	

1 LIN	
1 USB	
1 RS232	
1 Time sync synchronization Ethernet	
2 Network screens	
Inputs	
Analog inputs	41
Combustion chamber pressure input	8
Selectable dig/ana inputs	8
Thermocouple	2 K-type
Lambda	2 LSU 4.9
Knock	4
Digital inputs	10
Digital switch Engine ON/OFF	1
Laptrigger input	1
Internal measurement	1 triax acceleration 1 ambient pressure 3 ECU temperature 10 ECU voltage (e.g. sensor supply) 6 ECU current (e.g. sensor supply)
Power supplies	4 sensor supplies 5 V, 50 mA 3 sensor supplies 5 V, 400 mA 1 sensor supply ubat, 250 mA 9 sensor grounds 2 sensor screens
Outputs	
Low pressure injection	Max. 12 cylinders up to 16,000 rpm, high impedance injectors only. Outputs can be used alternatively as low side switches 2.2 A without freewheeling
High pressure injection	Integrated power stages for triple injection and use of: 4 cylinders up to 14,600 rpm 6 cylinders up to 9,700 rpm 8 cylinders up to 7,300 rpm (for supply voltages >10 V, depending injection types and pressure ranges)
Booster extension (HPI5)	Application notes avl. for Bosch HDP5- and Hitachi Gen3 pumps. Hitachi Gen1 notes on request. Additional booster connectable to support 9 to 12 cylinders or to realize higher rpm.

Ignition	Max. 12 cylinders and coils with integrated power stage, or max. 8 cylinders and coils without integrated power stage, 20 A
Further outputs	2 x 4 amp pwm lowside switch 2 x 3 amp pwm lowside switch for Lambda heater 6 x 3 amp pwm lowside switch 4 x 2.2 amp pwm lowside switch 2 x 1 amp pwm lowside switch low dump resistant 3 x 8.5 amp H-bridge (2 reserved for electronic throttle) 2 x high pressure pump with MSV control 4 x 12 mA for control of Moog valves
Outputs signals	5 x MUX outputs for internal signals like flywheel, knock signals, cylinder pressure

Adaptation and Documentation

Configuration	Configurable flywheel- and trigger disc geometries Selectable links between functions and in- or outputs
Function documentation	Automatically created during code generation
MatLab code generation	Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7 Light
Data Application tool Modas Sport
System Configuration tool RaceCon

Environment (not included)

Programming interface cable	F 02U V02 327-01
Adapter cable to USB-port	F 02U V01 343-01
Rugged USB flash drive	F 02U V01 342-02
Connector for wiring harness	F 02U 002 996-01

Mating Connectors (not included)

Life (red)	AS-6-18-35SN
Actuator (blue)	AS-6-18-35SB
Combined (orange)	AS-6-18-35SC
Sensor (yellow)	AS 6-18-35SA

Software Options (not included)

Gear Control Package I	Gear control Mega-Line functionality, has to be used with Mega-Line components (License model via Mega-Line) [included for base versions be-
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	ginning with MS7A_BASE_0500 or comparable]
Gear Control Package II	Gear control Bosch Motorsport functionality
Gear Control Package III	Gear control coordination to external GCU systems [included for base versions beginning with MS7A_BASE_0400 or comparable]
Customer Code Area	Enable Customer Code Area
Combustion chamber pressure determination	On request
Knock detection and control based on combustion chamber pressure	On request

Installation Notes

Inspection services recommended after 220 h or 24 months, internal battery to be replaced during service.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface cable are not included and must be ordered separately.

Ordering Information

Engine Control Unit MS 7.4

Order number **F 02U V02 514-02**

Accessories

Breakout Box BOB 66-pole, Connector code blue

Order number **F 02U V02 295-01**

Breakout Box BOB 66-pole, Connector code orange

Order number **F 02U V02 296-01**

Breakout Box BOB 66-pole, Connector code yellow

Order number **F 02U V02 298-01**

Breakout Box BOB MS 7, Life-Connector code red

Order number **F 02U V02 293-01**

Software Options

Gear Control Package I

Order number **F 02U V02 263-01 (on request)**

Gear Control Package II

Order number **F 02U V02 264-01**

Gear Control Package III

Order number **F 02U V02 265-01 (on request)**

Customer Code Area

Order number **F 02U V02 137-01**

Cylinder pressure detection base package MS 7.x

Order number **F 02U V02 543-01**

Knock detection via cylinder pressure evaluation MS 7.x

Order number **F 02U V02 544-01**

Overview

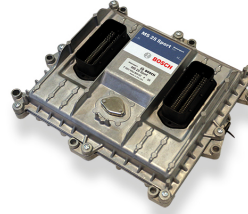
Engine Control Unit MS 15.1 Engine Control Unit MS 15.2 Engine Control Unit MS 25 Sport



- 8 injection output stages
- For solenoid injectors
- 60 data inputs



- 6 injection output stages
- For Piezo injectors
- 60 data inputs



- 8 injection output stages
- For solenoid injectors
- 96 data inputs
- Software options available

Engine Control Unit MS 15.1



Features

- ▶ 8 injection output stages
- ▶ For solenoid injectors
- ▶ 60 data inputs

The MS 15.1 is an ECU for Diesel engines with up to 8 cylinders. It is developed for use with Bosch solenoid injectors.

Application

Engines with the following numbers of cylinders are supported:

Injector type Solenoid injectors

Control strategy Quantity based

Injection timing
2 pilot injections
2 main injections
1 post injection

Turbo boost control Single or Bi-Turbo

Lambda measurement

Traction control Optional

Gear cut for sequential gearbox

Speed limiter

Optional function packages available

Interface to Bosch Data Logging System

Max. vibration Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Technical Specifications

Mechanical Data

Aluminum housing

4 connectors in motorsport technology with high pin density, 187 pins

Vibration damped circuit boards

8 housing fixation points

Size 210 x 199 x 36 mm

Protection Classification IP67 to DIN 40050, Section 9, Issue 2008

Weight 1,780 g

Temperature range -20 to 85°C

Electrical Data

Power consumption w/o inj. Approx. 5 W at 14 V

Power consumption Approx. 140 W at 14 V

Inputs

2 inputs for thermocouple exhaust gas temperature sensors

2 lambda interfaces LSU

4 inputs for wheel speed sensors; basic design for inductive sensors

4 inputs for turbo speed sensors; basic design for inductive sensors

1 input for inductive crankshaft sensor

1 input for Hall-effect camshaft sensor

3 system inputs 0 to 5 V

13 universal inputs 0 to 5 V, fixed pull-up

27 universal inputs 0 to 5 V, switchable pull-up

3 digital inputs

Outputs

8 injection power stages

12 power stages (low side)

2 power stages for lambda heater

2 H-bridges

2 sensor supplies 5 V/system use

3 sensor supplies 5 V/300 mA

3 sensor supplies 10 V/100 mA

Software Tools

Modas Sport Calibration Software Inclusive

WinDarab Analysis Software On request

Optional Functionality

Traction control SW upgrade F 02U V00 778-01

Chassis SW upgrade F 02U V00 779-01

Two bank hydraulic control SW upgrade F 02U V00 949-01

Environment (not included)

Programming interface MSA-Box II F 02U V00 327-03

Data logger C 70 F 02U V02 302-01

Display DDU 9	F 02U V02 300-02
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Mating Connectors (not included)

Mating Connector I AS 6-16-35 SN	F 02U 000 466-01
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Mating Connector II AS 6-16-35 SB	F 02U 000 468-01
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Mating Connector III AS 6-16-35 SC	F 02U 000 469-01
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Mating Connector IV AS 6-12-35 SD	F 02U 000 445-01
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Installation Notes

Inspection services recommended after 110 h or 1 year, internal battery to be replaced during service.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Communication

3 CAN interfaces (dash, application, customer use)

2 FireWire interfaces for external communication

Ordering Information

Engine Control Unit MS 15.1

Order number **F 01T A20 022-01**

Software Options

SW Upgrade Traction Control

Order number **F 02U V00 778-01**

SW Upgrade Chassis

Order number **F 02U V00 779-01**

SW Upgrade Two Bank Hydraulic Control

Order number **F 02U V00 949-01**

Engine Control Unit MS 15.2



Features

- ▶ 6 injection output stages
- ▶ For Piezo injectors
- ▶ 60 data inputs

The MS 15.2 is an ECU for Diesel engines with up to 6 cylinders. It is developed for use with Bosch Piezo injectors.

Application

Engines with the following numbers of cylinders are supported:	3, 4, 5, 6, < 3 on request
Injector type	Piezo injectors
Control strategy	Quantity based
Injection timing	2 pilot injections 1 main injection 1 post injection
Turbo boost control	Single or Bi-Turbo
Lambda measurement	
Traction control	Optional
Gear cut for sequential gearbox	
Speed limiter	
Optional function packages available	
Interface to Bosch Data Logging System	
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Technical Specifications

Mechanical Data

Aluminum housing

4 connectors in motorsport technology with high pin density, 187 pins

Vibration damped circuit boards

8 housing fixation points

Size 210 x 199 x 36 mm

Protection Classification IP67 to DIN 40050, Section 9, Issue 2008

Weight 1,780 g

Temperature range -20 to 85°C

Electrical Data

Power consumption w/o inj. Approx. 5 W at 14 V

Power consumption Approx. 140 W at 14 V

Inputs

2 inputs for thermocouple exhaust gas temperature sensors

2 lambda interfaces LSU

4 inputs for wheel speed sensors; basic design for inductive sensors

4 inputs for turbo speed sensors; basic design for inductive sensors

1 input for inductive crankshaft sensor

1 input for Hall-effect camshaft sensor

3 system inputs 0 to 5 V

13 universal inputs 0 to 5 V, fixed pull-up

27 universal inputs 0 to 5 V, switchable pull-up

3 digital inputs

Outputs

6 injection power stages

12 power stages (low side)

2 power stages for lambda heater

2 H-bridges

2 sensor supplies 5 V/system use

3 sensor supplies 5 V/300 mA

3 sensor supplies 10 V/100 mA

Software Tools

Modas Sport Calibration Software Inclusive

WinDarab Analysis Software On request

Optional Functionality

Traction control SW upgrade F 02U V00 778-01

Chassis SW upgrade F 02U V00 779-01

Two bank hydraulic control SW upgrade F 02U V00 949-01

Environment (not included)

Programming interface MSA-Box II F 02U V00 327-03

Data logger C 70 F 02U V02 302-01

Display DDU 9	F 02U V02 300-02
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Mating Connectors (not included)

Mating Connector I AS 6-16-35 SA	F 02U 000 467-01
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Mating Connector II AS 6-16-35 SB	F 02U 000 468-01
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Mating Connector III AS 6-16-35 SC	F 02U 000 469-01
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Mating Connector IV AS 6-12-35 SD	F 02U 000 445-01
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Piezo Specific Functions

Voltage Control

Rail pressure dependent precontrol of the voltage difference between cut off voltage and stationary actuator voltage.

Closed-loop voltage control, injector individual.

Voltage precontrol to improve dynamic behavior.

Discharging Time Control

Voltage dependent precontrol of discharging current.

Closed-loop discharging time control, injector individual.

Discharging time precontrol to improve dynamic behavior.

IVA Injector Voltage Adjustment

Determination of injector voltage demand at reference rail pressure during injector inspection in plant before IQA-measurement.

Injector assignment of voltage setpoint curves within the ECU according to injector's IVA class.

Temperature Compensation

Determination of the temperature dependent changes of voltage demand.

Definition of a temperature dependent correction factor.

Multiplicative correction of the voltage setpoint.

Installation Notes

Inspection services recommended after 110 h or 1 year, internal battery to be replaced during service.

Depending on your experiences with calibration of ECUs we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Communication

3 CAN interfaces (dash, application, customer use)

2 FireWire interfaces for external communication

Ordering Information

Engine Control Unit MS 15.2

Order number **F 01T A20 023-03**

Software Options

SW Upgrade Traction Control

Order number **F 02U V00 778-01**

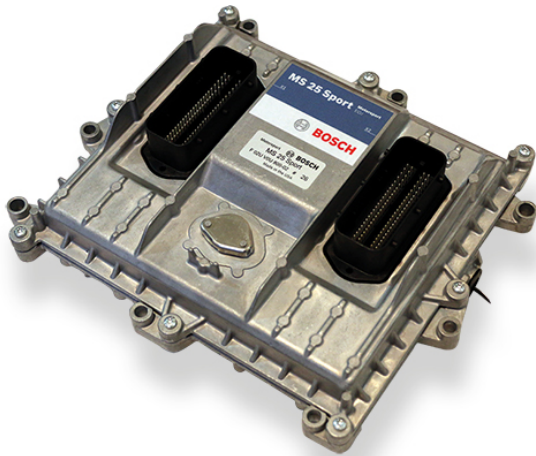
SW Upgrade Chassis

Order number **F 02U V00 779-01**

SW Upgrade Two Bank Hydraulic Control

Order number **F 02U V00 949-01**

Engine Control Unit MS 25 Sport



Features

- ▶ 8 injection output stages
- ▶ For solenoid injectors
- ▶ 96 data inputs
- ▶ Software options available

The MS 25 Sport is an ECU for Diesel engines with up to 8 cylinders. It is developed for use with Bosch solenoid injectors. The MS 25 Sport utilizes a software development process based on MATLAB® & Simulink®.

The MS 25 Sport is able to operate in 12 V or 24 V systems. The base SW is able to control one hydraulic bank configuration with Fuel Metering Unit (FMU) and Pressure Control Valve (PCV).

Application

Engine layout	3, 4, 5, 6, 8, <3 on request
Injector type	Solenoid valve injectors
Control strategy	Quantity based
Hydraulic system	Fuel metering unit + Pressure control valve (2 bank optional)
Injection timing	2 pilot injections 1 main injection 2 post injections
Turbo boost control	Single or Bi-Turbo
Lambda measurement	Optional controls on request
Two bank hydraulic control	Optional
Traction control	Optional
Gear cut for sequential gearbox	Optional
Speed limiter	

Optional function packages available

Calibration interface CCP via CAN

Interface to Bosch Data Logging System 3 CAN interfaces

Max. vibration Vibration Profile 1 (see www.bosch-motorsport.com)

Technical Specifications

Mechanical Data

Aluminum product housing	Base plate with fluid cooling incl. pressure compensation element (PCE)
2 production type connectors with 192 pins	Separate coding each (192 x 1.2 mm pins)
Vibration damped circuit boards	Engine mountable with additional dampers
8 housing fixation points	
Size	260 x 250 x 81 mm
Protection classification	IP x 6k and IP x 9K
Weight	1,800 g
Temperature range	-40 to 85°C

Electrical Data

Power supply	12 or 24 V
1 internal atmospheric pressure sensor	
1 internal ECU temperature sensor for max. temperature	

Inputs

1 lambda interface LSU	LSU 4.9
7 general frequency inputs	4 wheel speed and one vehicle speed hall effect sensor inputs and 2 inductive turbo speed
1 input for inductive crankshaft sensor	Hall optional
1 input for Hall-effect camshaft sensor	Inductive optional

29 analog inputs

14 digital inputs

Outputs

8 injection power stages	3 banks for 8 cylinders
2 Fuel Metering Unit (High Pressure Pump)	2 bank system optional
2 Pressure Control Valve (Rail)	2 bank system optional
12 power stages (low side)	
1 power stage for lambda heater	
2 H-bridges	
3 sensor supply 5 V	

Software

RaceCon Calibration Software	free download
WinDarab Analysis Software	free download

Optional Functionality

Traction control SW upgrade
2 bank hydraulic control SW upgrade

Environment (not included)

Programming interface MS-ABox II	F 02U V00 327-03
Data logger C 70	F 02U V02 302-01
Display DDU 9	F 02U V02 300-02

Mating connectors (not included)

Mating connector I CONNECTOR KIT; MS 25 SPORT - X1 (Vehicle)	F 02U V0U 147-01
Mating connector II	F 02U V0U 148-01

CONNECTOR KIT; MS 25
SPORT - X2 (Engine)

Installation Notes

Depending on your experiences with calibration of Diesel ECUs we recommend calibration support from Bosch Motorsport.

Please remember that mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Communication

3 CAN interfaces (dash, application, customer use)	J1939 optional
1 LIN	Optional
1 SENT	Optional

Ordering Information

Engine Control Unit MS 25 Sport
Order number **F 02U V0U 800-02**

Vehicle Control Unit VCU



Features

- ▶ 667 MHz Dual Core Processor exclusively for customer code execution (MATLAB based)
- ▶ Identical, dedicated 667 MHz Dual Core Processor exclusively for logging purposes
- ▶ High Speed Logging 200 kHz of 6 analogue inputs (optional)
- ▶ Real time Ethernet SERCOS 3
- ▶ Event logging, Configurable pre-event logging

The Vehicle Control Unit (VCU) is a highly powerful processing unit for customer-developed functions integrating a flexible logging device with high speed logging capability of up to 200 kHz. The processing cores feature floating-point arithmetic and a high-end FPGA for ultimate performance and flexibility. The customer software development process is based on MATLAB/Simulink to significantly speed up algorithm development (automatic code and documentation generation). It offers real time Ethernet functionality to exchange e.g. data used in control algorithms between devices (guaranteed latency time 1 ms). This device comes with a basic software consisting of operating system, H/W-drivers and low-level functions like pin setup, diagnostics, etc. The customer can freely develop his own application software using the MATLAB/Simulink environment.

Functions

Processor for customer code	667 MHz Dual Core
Processor for logger	667 MHz Dual Core
Configurable math channels	
User configurable CAN in/out messages	

Sampling rate logger	1 ms
Optional: Sampling rate high speed logger	5 μ s
Online data compression	
Logging rate	Max. 500 kB/s
Internal storage capacity	6 GB
LTE Ethernet telemetry support	
RS232 interface for GPS	

Technical Specifications

Mechanical Data

Size	166 x 121 x 41 mm
Weight	$\leq$ 660 g
Protection classification	IP67
Operating temperature internal	-20 to 80°C
3 motorsport connectors, 198 pins in total	
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	5 to 18 V
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Communication

3 Ethernet 100 Mbit	
2 Realtime Ethernet SERCOS3	
4 CAN*	
1 LIN	
1 USB	
1 RS232 interface for GPS	
1 Time sync synchronization Ethernet	
*: can be enhanced by optional I/O Package, see below	

Inputs

Analog channels	20
0 to 5 V, 0.5 % precision between 0.2 and 4.8 V, switchable pull-up	
Digital PWM inputs	8
f _{max} =30 kHz	
Hall-type speed measurement possible, Switchable pullup 2.15 kOhm, (required for Hall), Tooth count differential*	
Digital PWM inputs	4
f _{max} =30 kHz	
Hall- and DF11 type speed measurement possible, Fixed pullup 2.15 kOhm (required for Hall), Tooth count differential*	

Thermocouple	4 universal
Bosch Laptrigger	1
TimeSync master and slave (specific to Bosch measurement system)	1
Internal measurement	1 ambient pressure 1 ECU temperature 20 supply voltage 20 supply current 1 battery voltage (external VCU supply) 1 external VCU supply current 4 HS output current

Outputs

PWM High side	2*; 7.5 A each, PWM, 50 Hz
PWM low side	4*; 2.2 A each, PWM, 10kHz

*: can be enhanced by optional I/O Package, see below

Power Supplies

12 V, 400 mA each	5*
Switchable 5 V/12 V, 400 mA each	5*
Max overall current	4 A on all 12 V 2 A on all 5 V

Precision 12 V $\pm$ 1 % on the pin
Precision 5 V $\pm$ 0.1 % on the pin

Sensor ground	20
---------------	----

*: can be enhanced by optional I/O Package, see below

Adaptation and Documentation

Function documentation	Automatically created during code generation
MatLab code generation	Support for customer own MatLab function development

Software Tools (free download)

Data Analysis tool WinDarab 7	Free
System Configuration tool RaceCon	Logger configuration, calibration and online measurement

Upgrade High Speed Logging Package

6 ANA	0 to 5 V, 200 kHz logging rate
-------	--------------------------------

Upgrade I/O Package

Communication	
4 CAN	

Inputs	
Analog channels	4
0 to 20 V, 0.5 % precision between 0.8 and 19.2 V, switchable pull-up	

Inputs

Digital PWM inputs	4
f_max=30 kHz	
Hall-type speed measurement possible,	
Fixed pullup 2.15 kOhm (required for Hall),	
Tooth count differential*	
LVDT, 5 pin configuration, excitation frequency 1 – 20 kHz, excitation voltage 0 – 5 V (rms)	4

Outputs

Digital output	4 "TTL" out, 10 kHz, PWM, 250 mA each
PWM High side	2; 7.5 A each, PWM, 50 Hz
PWM low side	4; 2.2 A each, PWM, 10kHz

Power Supplies

12 V, 400 mA each	5
Switchable 5 V/12 V, 400 mA each	5

* The tooth count differential between any two of the PWM inputs is available to measure e.g. shaft torsion.

Upgrade Real Time Ethernet

Enables the VCU to operate as a real time Ethernet master or slave. Guaranteed latency time of 1 ms. Ideal for time critical data transfer as needed in online control algorithms involving data from different devices.

Two interfaces allow for a ring topology (redundancy in case the RTE line experiences damage).

The VCU features a reasonable set of SERCOS3 instructions although not the full SERCOS3 standard is implemented. The ECU side can act as a SERCOS3 master; the logger side can act as a SERCOS3 slave.

USB Upgrade Kit

Software license
Rugged USB flash drive
Adapter cable to USB port
Adapter for wiring harness

Upgrade CCP Master

Enables CCP master functionality to request data from foreign devices via CAN/CCP protocol.

Mating Connectors (not included)

LIVE (red)	F 02U 000 473-01
AS-6-18-35SA	
SENS-A (yellow)	F 02U 000 474-01
AS-6-18-35SB	
SENS-B (blue)	F 02U 000 472-01
AS-6-18-35SN	

Installation Notes

Inspection services recommended after 220 h or 2 years, no components to replace.

Please remember that the mating connectors and the programming interface MSA-Box II are not included and must be ordered separately.

Ordering Information

Vehicle Control Unit VCU

Order number **on request**

Breakout Box BOB MS 7

Order number **F 02U V02 293-01**

Opening tool for shellsize 18

Order number **F 02U V01 394-01**

USB Kit for C 70, DDU 9, DDU 10 and VCU

Order number **F 02U V02 214-01**

Software Options

High Speed Logging Package

Order number **F 02U V02 779-01**

I/O Package

Order number **F 02U V02 777-01**

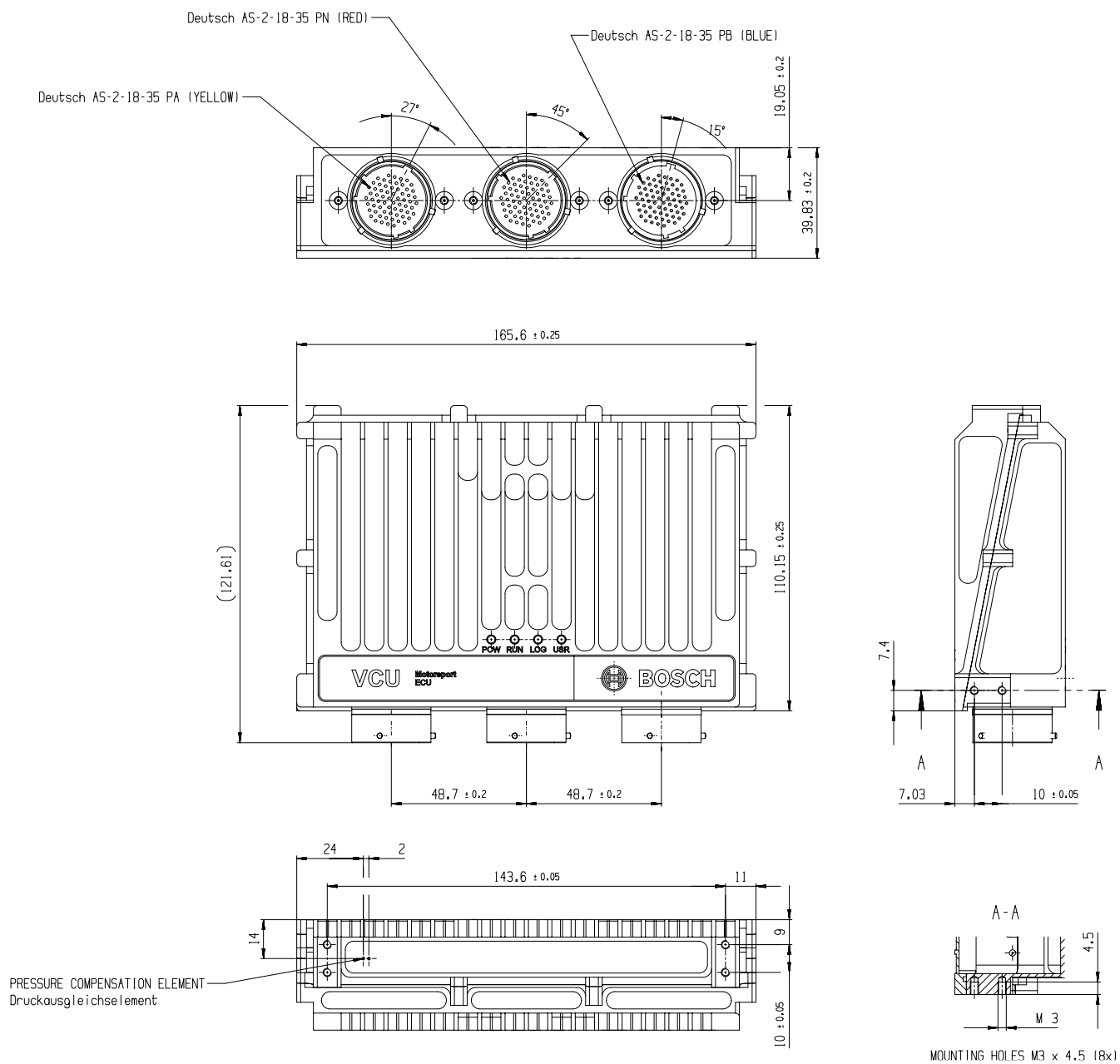
Real Time Ethernet

Order number **F 02U V02 782-01**

CCP_MASTER

Order number **F 02U V02 213-01**

Dimensions



Displays

2

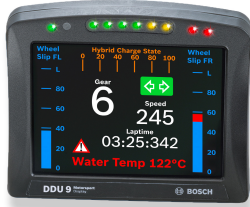
Displays

40

Overview

2

Display DDU 9



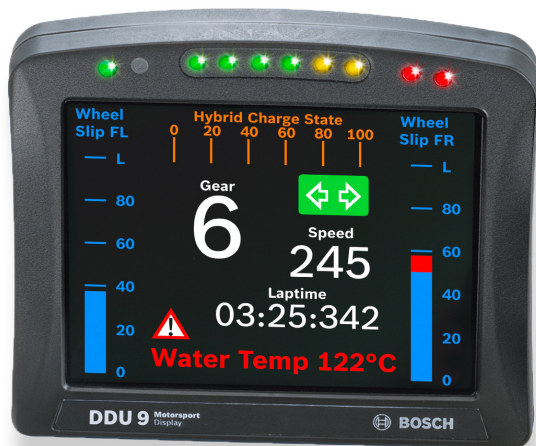
- Cutting-edge 667 MHz Dual Core Processor
- Large trans-reflective color display
- Recording on USB flash drive (opt.)
- Supports GPS laptrigger, pre-dated lap time etc.
- Page change based on events possible

Display DDU 10



- Features new user interface menu
- All new display element design generator
- 10 additional LEDs on both sides of the device
- Supports GPS laptrigger, pre-dated lap time etc.
- Page change based on events possible

Display DDU 9



Features

- ▶ Cutting-edge 667 MHz Dual Core Processor
- ▶ Large trans-reflective color display
- ▶ Recording on USB flash drive (opt.)
- ▶ Supports GPS laptrigger, pre-dated lap time etc.
- ▶ Page change based on events possible

The display DDU 9 integrates a programmable full color dashboard display with a data logging system for motorsport applications for a very competitive price. Additional input devices can be connected via Ethernet and CAN buses.

Data Analysis Software WinDarab is available free of charge as “WinDarab V7 free” on our website. A basic logging function of 100 channels with recording of 50 ms (3 GB) is always included. The logger can be upgraded to full logging performance (max. 1 ms). In addition a 2nd logging partition of 1 GB (e.g. for long term recording) can be activated. Customers can implement own graphics, pictures etc. on the 12 freely configurable display pages. For quick data transfer from the car e.g. during pit stop, data copy to a USB stick is available as an option. The stick is connected to the wiring harness for the DDU 9.

The device comes with 4 analogue and 4 speed inputs as standard; further 12 analogue inputs are available as optional upgrade.

Application

Display	• 5.7" graphic color display • 12 user configurable display pages • 10 multicolor freely configurable (RGB) LEDs
Resolution	640 x 480 pixel
Supported image file formats	BMP, GIF, JPG, PNG, TIF

Processor	667 MHz Dual Core
Converters	8 kHz AD converters with digital low pass filter
Internal power source	Li/Ion capacitor
Configurable math channels	
User configurable CAN in/out messages	
Sampling rate	50 ms (standard), max. 1 ms (optional)
Online data compression	
Logging rate	Max. 600 kB/s
Recording channels	100 channels (standard), up to 1,040 in total (optional)
Logged data download speed	Max. 1,000 kB/s
Internal storage capacity	3 GB (standard), plus 1 GB (optional)
LTE Ethernet telemetry support, GSM telemetry support	
RS232 for GPS and telemetry	
CCP-Master, data acquisition from ECU that support CAN calibration protocol (optional)	

Technical Specifications

Mechanical Data

Size	151 x 126 x 33.5 mm
Weight	540 g
Protection Classification	IP54 to DIN 40050, Section 9, Issue 2008
Operating temperature internal	-20 to 85°C
Operating temperature Display	-20 to 70°C
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	5 to 18 V
Inputs	
Analog channels	4 standard, additional 12 optional
Input range	0 to 5 V
Resolution	12 bit
Switchable pull up resistor	For all ANA_IN
Wheel speed inputs	4 Hall-effect or DF11, switchable

Outputs

Sensor supply 5 V ± 1 % (250 mA)	2
Sensor supply 10 V ± 1 % (250 mA)	1
Sensor supply U_Bat 250 mA	1
Sensor ground	4

Environment

External switch for page selection, 12 steps	B 261 209 658-01
External switch for brightness adjustment or page selection, 6 steps	B 261 209 659-01

Optional Upgrades

USB_DATA	USB-Port unlocked (Rugged USB flash drive Bosch File System (BFS) format included, works with Bosch File System (BFS) preformatted USB Flash drive only)
Adapter cable to USB-Port	included in Upgrade USB_DATA
Adapter for wiring harness	included in Upgrade USB_DATA
CCP_MASTER	CCP-Master (ASAP2 file from ECU manufacturer required)
ETHER_TELE	LTE Ethernet Telemetry
FULL_LOG_1	Enable full logging performance of 3 GB partition 1
FULL_LOG_2	Enable full logging performance of 1 GB partition 2
I_O EXTENS	Enable additional 12 analog input channels

Connectors and Wires

Motorsport connector on Display	AS-2-16-35 PN
Mating connector AS-6-16-35 SN	F 02U 000 466-01

Pin Configuration

Pin	Name	Comment	Status
1	KL_31		Incl.
2	KL_15		Incl.
3	KL_30		Incl.
4	Rev_In_3	Hall or DF11 switchable	Incl.
5	Rev_In_1	Hall or DF11 switchable	Incl.
6	KL_31		Incl.
7	CAN_2_L	CAN speed selectable	Incl.
8	Ethernet_2_TXP		Incl.
9	Ethernet_2_TXN		Incl.
10	Sens_Power_12V	over current protected	Incl.
11	Rev_In_4	Hall or DF11 switchable	Incl.
12	Rev_In_2	Hall or DF11 switchable	Incl.
13	Laptrigger_In		Incl.
14	CAN_2_H	CAN speed selectable	Incl.
15	CAN_1_H	CAN speed selectable	Incl.
16	Ethernet_2_RXP		Incl.

Pin	Name	Comment	Status
17	Sens_Gnd_4	fused	Incl.
18	Sens_Power 5V	over current protected	Incl.
19	ANA_IN_3	3.01 kOhm switchable	Incl.
20	ANA_IN_4	3.01 kOhm switchable	Incl.
21	Time_Sync	connection to Bosch ECU	Incl.
22	CAN_1_L	CAN speed selectable	Incl.
23	Ethernet_screen		Incl.
24	Ethernet_2_RXN		Incl.
25	Sens_Gnd_3	fused	Incl.
26	Sens_Power 5V	over current protected	Incl.
27	ANA_IN_7	3.01 kOhm switchable	Opt.
28	ANA_IN_1	3.01 kOhm switchable	Incl.
29	USB_Device_DP	to Bosch USB stick	Opt.
30	RS232_TX_Telemetry		Incl.
31	Ethernet_1_TXP		Incl.
32	Sens_Gnd_2	fused	Incl.
33	Sens_Power_10V	over current protected	Incl.
34	ANA_IN_8	3.01 kOhm switchable	Opt.
35	ANA_IN_10	3.01 kOhm switchable	Opt.
36	USB_Device_Gnd	to Bosch USB stick	Opt.
37	USB_Device_DN	to Bosch USB stick	Opt.
38	RS232_RX_Telemetry	e.g. GSM telemetry	Incl.
39	Ethernet_1_TXN		Incl.
40	Sens_Gnd_1	fused	Incl.
41	ANA_IN_11	3.01 kOhm switchable	Opt.
42	ANA_IN_9	3.01 kOhm switchable	Opt.
43	RS232_TX_GPS		Incl.
44	ANA_IN_16	3.01 kOhm switchable	Opt.
45	USB_Device_Power	to Bosch USB stick	Opt.
46	Ethernet_1_RXP		Incl.
47	ANA_IN_12	3.01 kOhm switchable	Opt.
48	ANA_IN_6	3.01 kOhm switchable	Opt.
49	ANA_IN_2	3.01 kOhm switchable	Incl.
50	ANA_IN_13	3.01 kOhm switchable	Opt.
51	ANA_IN_15	3.01 kOhm switchable	Opt.
52	Ethernet_1_RXN		Incl.
53	ANA_IN_5	3.01 kOhm switchable	Opt.
54	RS232_RX_GPS	for GPS sensor input	Incl.
55	ANA_IN_14	3.01 kOhm switchable	Opt.

Installation Notes

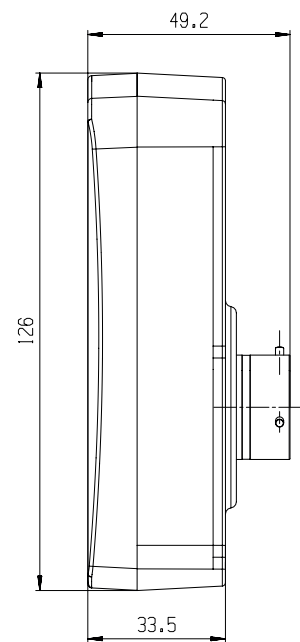
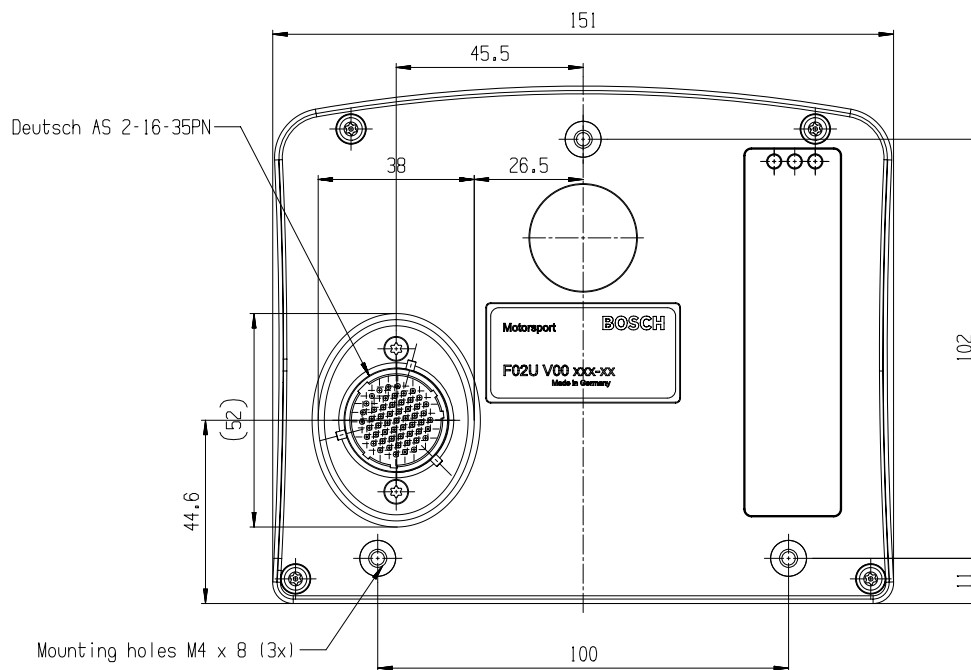
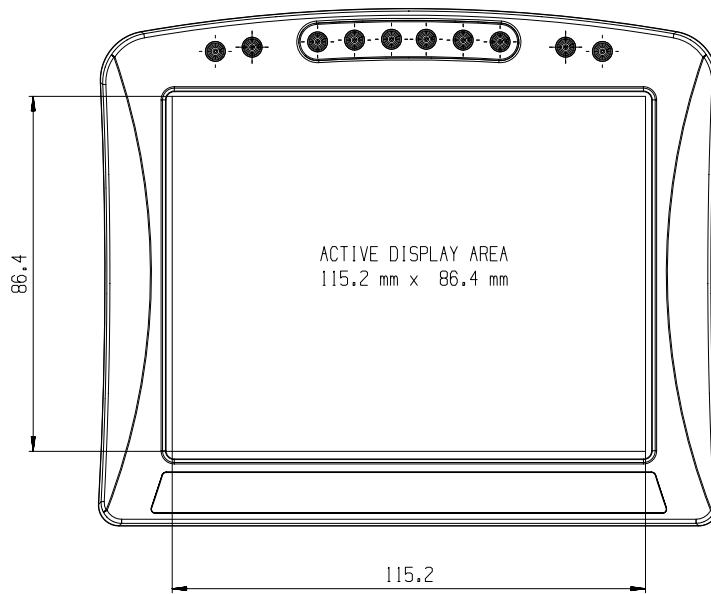
Inspection services recommended after 220 h or 2 years, no components to replace.

Communication	
CAN interfaces	2
Ethernet 100BaseT	2
Laptrigger input	1
RS232	Telemetry, GPS
Configuration via RaceCon	Over Ethernet or MSA-Box II

Ordering Information
Display DDU 9 Order number F 02U V02 300-02
USB Kit for C 70, DDU 9, DDU 10 and VCU Order number F 02U V02 214-01
Accessories
Vehicle Loom Basic Order number F 02U V02 735-01
Bench Loom Order number F 02U V02 349-01
Rugged USB flash drive (included in USB Kit) Order number F 02U V01 342-03
Adapter cable to USB-Port (included in USB Kit) Order number F 02U V01 343-01
Adapter for wiring harness (included in USB Kit) Order number F 02U 002 996-01
Software Options
CCP_MASTER Order number F 02U V02 213-01
FULL_LOG_1 Order number F 02U V02 304-01
FULL_LOG_2 Order number F 02U V02 305-01
I_O EXTENS Order number F 02U V02 205-01

Dimensions

2



Display DDU 10



Features

- Features new user interface menu
- All new display element design generator
- 10 additional LEDs on both sides of the device
- Supports GPS laptrigger, pre-dated lap time etc.
- Page change based on events possible

The display DDU 10 integrates a programmable full color dashboard display with a data logging system for motorsport applications. Additional input devices can be connected via Ethernet, CAN buses and RS 232.

Data Analysis Software WinDarab is available free of charge as "WinDarab V7 free" on our website. A basic logging function of 100 channels with recording of 50 ms (3 GB) is always included. The logger can be upgraded to full logging performance (max. 1 ms). In addition a 2nd logging partition of 1 GB can be activated.

With the DDU 10, a completely new library of graphical elements for the individual design of display pages was implemented and an all-new user interface menu has been developed for the device. A configurable input activates the menu structure and the user can reset for example laptime, fuel consumption and many more, without having to connect a laptop to the DDU. The user can also install own graphics, pictures etc. on the 12 freely configurable display pages. For quick data transfer from the car, e.g. during pit stop, data copy to a USB stick is available as an option.

Application

- | | |
|---------|--|
| Display | <ul style="list-style-type: none"> • 7" graphic color display • 12 user configurable display pages • 20 multicolor freely configurable (RGB) LEDs |
|---------|--|

Resolution	800 x 480 pixel
Supported image file formats	PNG, BMP, JPG, GIF
Processor	667 MHz Dual Core
Converters	8 kHz AD converters with digital low pass filter
Internal power source	Li/Ion capacitor
Configurable math channels	
User configurable CAN in/out messages	Up to 256 IDs (128 in and out)
Sampling rate	50 ms standard, max. 1 ms optional
Online data compression	
Logging rate	Max. 600 kB/s
Recording channels	100 channels standard, up to 1,080 in total optional
Logged data download speed	Max. 1,000 kB/s
Internal storage capacity	3 GB standard, plus 1 GB optional
Ambient light sensor	
LTE Ethernet telemetry support, GSM telemetry support	
RS232 for GPS and telemetry	
CCP-Master, data acquisition from ECU that support CAN calibration protocol (optional)	

Technical Specifications

Mechanical Data

Size	198 x 134 x 35 mm
Weight	875 g
Protection classification	IP67
Operating temperature internal	-20 to 85°C
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	6 to 18 V
Current consumption (without sensor supply)	2 A (at 12 V)

Inputs

Analog channels	4 standard, plus 12 optional
Input range	0 to 5 V
Resolution	12 bit
Switchable pull up resistor	For all analog inputs
Wheel speed inputs	4 Hall-effect or DF11, switchable

Outputs

Sensor supply 5 V ± 1 % (250 mA)	2
----------------------------------	---

Sensor supply 10 V ± 1 % (250 mA)	1
Sensor supply U_Bat (250 mA)	1
Sensor ground	4

Environment

External switch for page selection, 12 steps	B 261 209 658-01
External switch for brightness adjustment or page selection, 6 steps	B 261 209 659-01

Optional Upgrades

USB_DATA	USB-Port unlocked (Rugged USB flash drive Bosch File System (BFS) format included, works with Bosch File System (BFS) preformatted USB Flash drive only)
Adapter cable to USB-Port	included in Upgrade USB_DATA
Adapter for wiring harness	included in Upgrade USB_DATA
CCP_MASTER	CCP-Master (ASAP2 file from ECU manufacturer required)
ETHER_TELE	LTE Ethernet Telemetry
FULL_LOG_1	Enable full logging performance of 3 GB partition 1
FULL_LOG_2	Enable full logging performance of 1 GB partition 2
I_O EXTENS	Enable additional 12 analog inputs and 2 CAN channels

Connectors and Wires

Motorsport connector on display AS-2-16-35 PN	
Mating connector AS-6-16-35 SN	F 02U 000 466-01
Auxiliary connector AS-2-12-35 PN	
Mating connector AS-6-12-35 SN	F 02U 000 443-01

Pin Configuration

Life connector			
Pin	Name	Comment	Status
1	KL_31		Incl.
2	KL_15		Incl.
3	KL_30		Incl.
4	Rev_In_3	Hall or DF11 switchable	Incl.
5	Rev_In_1	Hall or DF11 switchable	Incl.
6	KL_31		Incl.
7	CAN_2_L	CAN speed selectable	Incl.

Life connector			
8	Ethernet_2_TXP		Incl.
9	Ethernet_2_TXN		Incl.
10	Sens_Power_12V	over current protected	Incl.
11	Rev_In_4	Hall or DF11 switchable	Incl.
12	Rev_In_2	Hall or DF11 switchable	Incl.
13	Laptrigger_In		Incl.
14	CAN_2_H	CAN speed selectable	Incl.
15	CAN_1_H	CAN speed selectable	Incl.
16	Ethernet_2_RXP		Incl.
17	Sens_Gnd_4	fused	Incl.
18	Sens_Power 5V	over current protected	Incl.
19	ANA_IN_3	3.01 kOhm switchable	Incl.
20	ANA_IN_4	3.01 kOhm switchable	Incl.
21	Time_Sync	connection to Bosch ECU	Incl.
22	CAN_1_L	CAN speed selectable	Incl.
23	Ethernet_screen		Incl.
24	Ethernet_2_RXN		Incl.
25	Sens_Gnd_3	fused	Incl.
26	Sens_Power 5V	over current protected	Incl.
27	ANA_IN_7	3.01 kOhm switchable	Opt.
28	ANA_IN_1	3.01 kOhm switchable	Incl.
29	USB_Device_DP	to Bosch USB stick	Opt.
30	RS232_TX_Telemetry		Incl.
31	Ethernet_1_TXP		Incl.
32	Sens_Gnd_2	fused	Incl.
33	Sens_Power_10V	over current protected	Incl.
34	ANA_IN_8	3.01 kOhm switchable	Opt.
35	ANA_IN_10	3.01 kOhm switchable	Opt.
36	USB_Device_Gnd	to Bosch USB stick	Opt.
37	USB_Device_DN	to Bosch USB stick	Opt.
38	RS232_RX_Telemetry	e.g. GSM telemetry	Incl.
39	Ethernet_1_TXN		Incl.
40	Sens_Gnd_1	fused	Incl.
41	ANA_IN_11	3.01 kOhm switchable	Opt.
42	ANA_IN_9	3.01 kOhm switchable	Opt.
43	RS232_TX_GPS		Incl.
44	ANA_IN_16	3.01 kOhm switchable	Opt.
45	USB_Device_Power	to Bosch USB stick	Opt.
46	Ethernet_1_RXP		Incl.
47	ANA_IN_12	3.01 kOhm switchable	Opt.
48	ANA_IN_6	3.01 kOhm switchable	Opt.
49	ANA_IN_2	3.01 kOhm switchable	Incl.
50	ANA_IN_13	3.01 kOhm switchable	Opt.

Life connector			
51	ANA_IN_15	3.01 kOhm switchable	Opt.
52	Ethernet_1_RXN		Incl.
53	ANA_IN_5	3.01 kOhm switchable	Opt.
54	RS232_RX_GPS	for GPS sensor input	Incl.
55	ANA_IN_14	3.01 kOhm switchable	Opt.
Auxiliary connector			
Pin	Name	Comment	Status
1		Unused	
2		Unused	
3		Unused	
4		Unused	
5		Unused	
6		Unused	
7		Unused	
8		Unused	
9	Ethernet_3_TXP		Incl.
10	Ethernet_3_RXP		Incl.
11	Ethernet_3_RXN		Incl.
12	CAN_4_H		Opt.
13		Unused	
14		Unused	
15		Unused	
16		Unused	
17		Unused	
18	Ethernet_screen		Incl.
19	Ethernet_3_TXN		Incl.
20	CAN_4_L		Opt.
21	CAN_3_H		Opt.
22	CAN_3_L		Opt.

Installation Notes

Inspection services recommended after 220 h or 2 years, no components to replace.

This product may contain open source software. Information about license terms and other obligations is given in the manual.

Ordering Information

Display DDU 10

Order number **F 02U V02 659-01**

USB Kit for C 70, DDU 9, DDU 10 and VCU

Order number **F 02U V02 214-01**

CAN Keypad CK-M12

Order number **F 02U V0U 328-02**

Accessories

Vehicle Loom Basic

Order number **F 02U V02 735-01**

Bench Loom

Order number **F 02U V02 349-01**

Rugged USB flash drive (included in USB Kit)

Order number **F 02U V01 342-03**

Adapter cable to USB-Port (included in USB Kit)

Order number **F 02U V01 343-01**

Adapter for wiring harness (included in USB Kit)

Order number **F 02U 002 996-01**

Software Options

CCP_MASTER

Order number **F 02U V02 213-01**

FULL_LOG_1

Order number **F 02U V02 304-01**

FULL_LOG_2

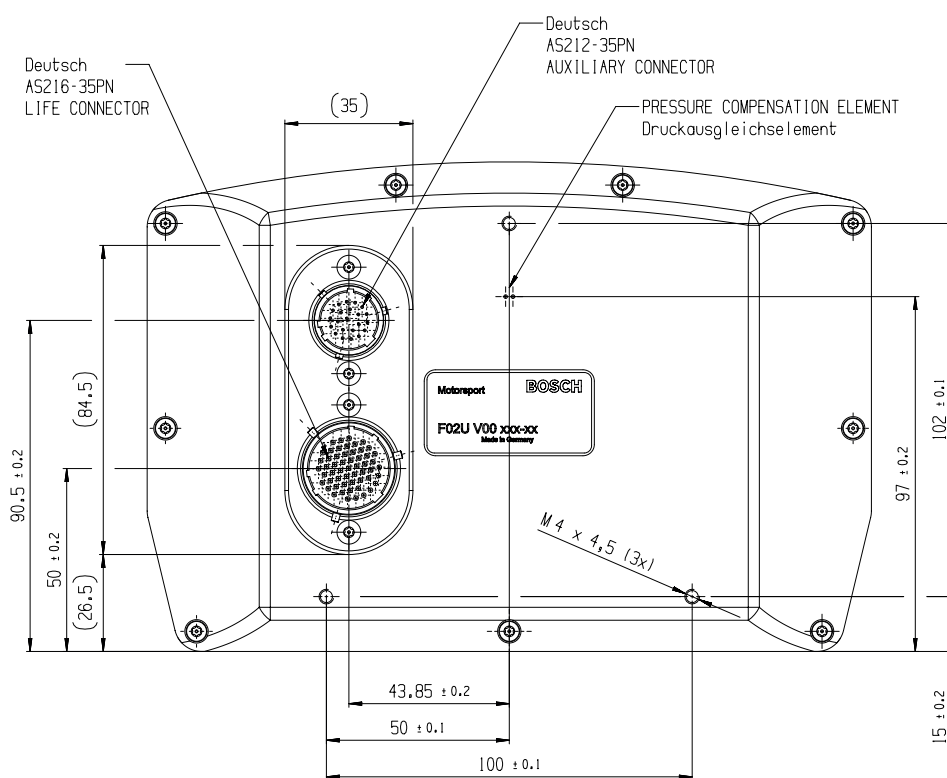
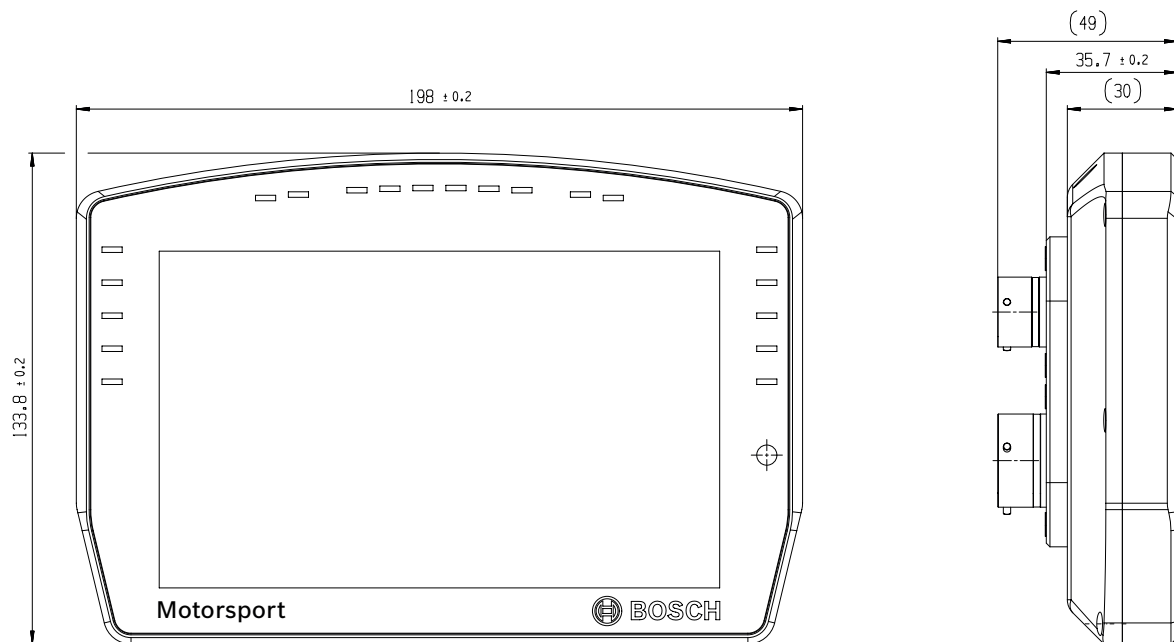
Order number **F 02U V02 305-01**

I_O EXTENS

Order number **F 02U V02 205-01**

Dimensions

2



Collision Avoidance Systems	50
Data Loggers	58
Injection Power Stages	68
Keypad	75
Lap Trigger System	78
Power Boxes	80
Sensor Interfaces	88
Test System	99

Overview

3

Collision Avoidance System CAS-M light



- Radar sensor with integrated logic
- Warning for overtake situations
- Easy system adaptation
- Universal CAN interface for various displays
- Visualization via display LEDs

Collision Avoidance System CAS-M 3 EVO



- Approaching vehicle tracking
- Left/right passing alerts
- Improves visibility of objects in rain, mist or darkness
- Full Bosch Motorsport tool integration

Collision Avoidance System CAS-M light



Features

- ▶ Radar sensor with integrated logic
- ▶ Warning for overtake situations
- ▶ Easy system adaptation
- ▶ Universal CAN interface for various displays
- ▶ Visualization via display LEDs

The collision avoidance system CAS-M light helps the driver to focus on the track and warns him if a car is approaching from behind. The system provides information about relative speed and distance of the closest vehicle on the CAN bus. An additional display with CAN bus interface is required (e.g. DDU 9).

The information is based on a Bosch radar sensor which contains a FMCW radar transceiver operating in the globally harmonized frequency range of 76.0 - 77.0 GHz. Targets in front of the sensor are reflecting the radar signal and the relative speed and distance is determined via Doppler-effect and beat frequency.

The benefit is even more increased during darkness or in bad weather conditions. The system interface is very intuitive and adaptable to the drivers liking.

Application

Operating temperature	-40 to 85°C
Storage temperature	-20 to 95°C
Range	150 m
Tracks	1 Object (nearest)
Interface	CAN
CAN rate	500 kbaud or 1 Mbaud
CAN update rate	50 Hz

Technical Specifications

Mechanical Data

Weight of radar sensor MRR	199 g
Size	60x70x32 mm
Vibration	Randome vibration aeff = 30.8 m/s ² , 3x8 h (according ISO/DIS 16750-3)
Protection Classification	IP 6K6K (DIN 40 050) IP 6K7 (DIN 40 050)

Electrical Data

Supply voltage	6.5 to 18 V
An external fuse has to be provided (rec. 10 A). External overvoltage protection is required (internal overvoltage protection up to 35 V).	
Reverse polarity voltage protection	-14 V max. t ≤ 60 sec

Connectors and Wires

Mating connector	F 037 B00 168-01
Pin 1	GND
Pin 2	CAN-H
Pin 3	CAN-L
Pin 4	n.c.
Pin 5	n.c.
Pin 6	n.c.
Pin 7	n.c.
Pin 8	V+

Installation Notes

The system includes a radar sensor and a detailed user manual.

Ordering information for suitable wiring looms for the different CAS-M light packages are specified in the user manual.

The system needs to be connected to the vehicle CAN bus (connection to display needed) and supplied with 12 V from the supply system on board.

See CAS-M light in action on <http://youtu.be/EzpSy-eJRi4>

Ordering Information

Collision Avoidance System CAS-M light (500 kbaud)

Order number **F 02U V02 021-01**

Collision Avoidance System CAS-M light (1 Mbaud)

Order number **F 02U V02 220-01**

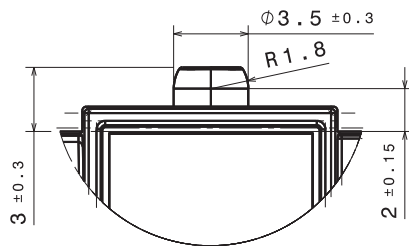
Collision Avoidance System CAS-M light incl. Display DDU 9 (500 kbaud)

Order number **F 02U V02 591-01**

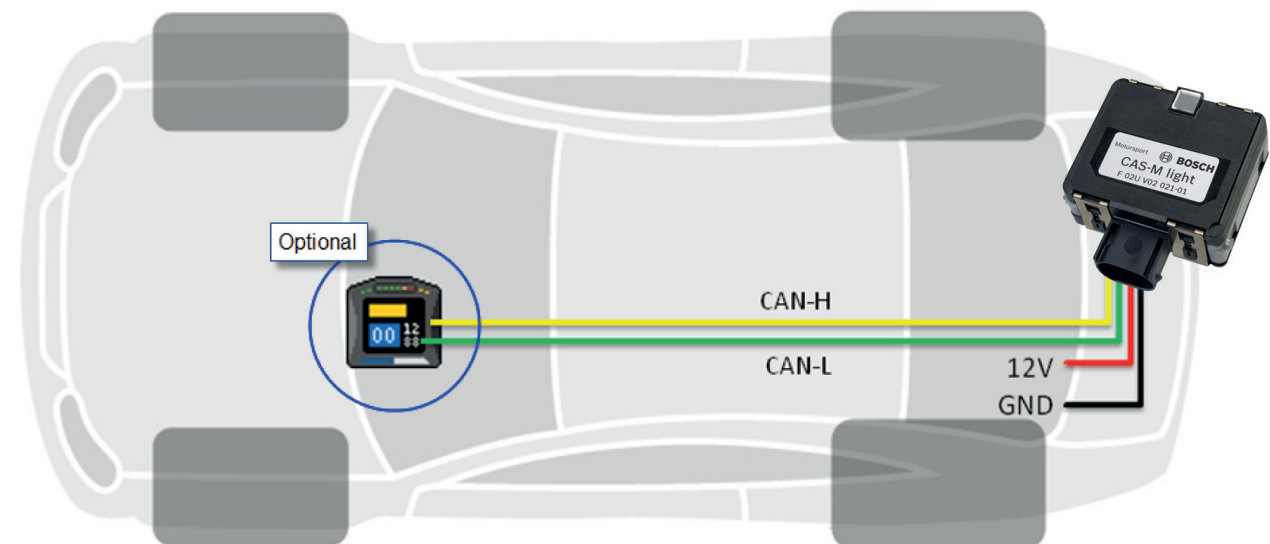
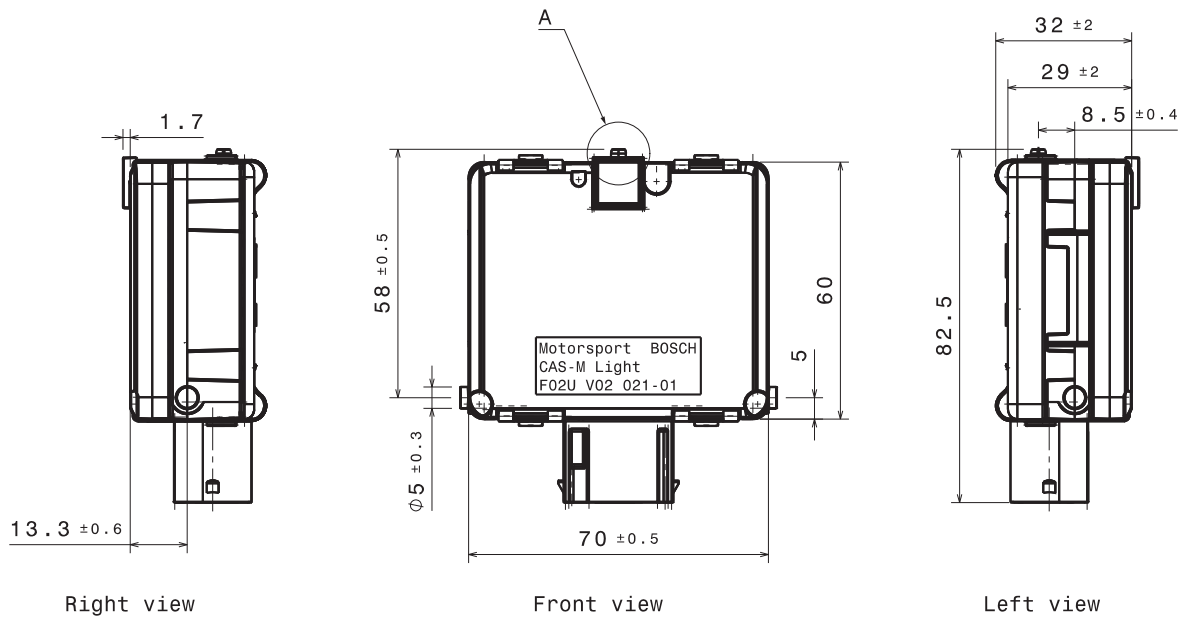
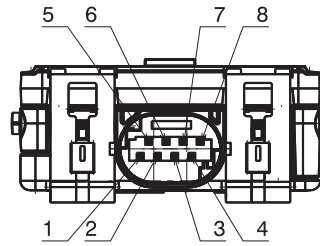
Collision Avoidance System CAS-M light incl. Display DDU 9 (1 Mbaud)

Order number **F 02U V02 592-01**

Dimensions



Detail A



Wiring schematic

Collision Avoidance System CAS-M 3 EVO



Features

- ▶ Approaching vehicle tracking
- ▶ Left/right passing alerts
- ▶ Improves visibility of objects in rain, mist or darkness
- ▶ Full Bosch Motorsport tool integration

The Collision Avoidance System-Motorsport 3 EVO (CAS-M 3 EVO) features a high-performance Bosch Motorsport **Display Unit** for fast video processing (see right in the picture above), and a **Rear Module**, composed from a Bosch mid-range radar sensor for a wider field of view in close-up range and a fast response high definition camera (see left in the picture above).

The CAS-M 3 EVO system provides real time visualization and warns the driver about approaching or overtaking cars via intuitive marking of the cars on the display. It helps prevent the most common collisions and allows drivers to focus on the race. With a momentary glance, the driver can tell how many cars are following and their classification depending on distance and relative speed. The radar tracks up to 40 objects and marks up to four objects on the display. In addition, bright flashing LEDs alert the driver when any car attempts a passing maneuver. All of these features work at night or in the rain when visibility is typically poor. Furthermore, the real time gap of a marked object is measured and can be provided over CAN or Ethernet.

The CAS-M 3 EVO system is fully integrated in the Bosch Motorsport Tool environment and can be configured with RaceCon.

Application

Range	95 m
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Horizontal field of view

Radar	85° from 0 to 29 m 70° from 29 to 46 m 50° from 46 to 73 m 42° from 73 to 78 m 20° from 78 to 95 m
-------	--

Camera	78°
Number of tracked objects	Max. 40
Number of displayed classified objects	Max. 4
Display format	7"
Display resolution	800 x 480 pixel
User configurable CAN in/out messages	
User configurable LEDs	

Technical Specifications

Mechanical Data

Display Unit

Dimensions	198 x 134 x 35 mm
Weight	830 g
Protection classification	IP67
Operating temperature internal	-20 to 85°C
Max. vibration	Vibration profile 1 (See Appendix or www.bosch-motorsport.com)

Rear Module

Dimensions	120 x 150 x 115 mm
Weight	880 g
Protection classification	IP67
Operating temperature	0 to 70°C (rearview camera internal temperature*)
Max. vibration	Vibration profile 1 (See Appendix or www.bosch-motorsport.com)

*If the temperature limit is reached, forced air-cooling of the camera is recommended.

Electrical Data

Supply voltage (Display and Rear Unit)	6 to 18 V
Current consumption	
Display Unit	2 A (at 12 V)
Rear Module	0.7 A (at 12 V)

Communication

Display Unit

CAN	1x private CAN for radar, 1x CAN
Ethernet	1x private 1GBase-T Ethernet for camera, 1x 100Base-T Ethernet

Time sync synchronization Ethernet	1
Rear Module	
CAN	1x private CAN for radar
Ethernet	1x private 1GBase-T Ethernet for camera
Software Tools (free download)	
Data analysis tool	WinDarab 7 Light
System configuration tool	RaceCon
Connectors and Wires	
Display Unit	
Motorsport connector on device	AS-2-12-35 PN
Mating connector AS-6-12-35 SN	F 02U 000 443-01
Pin 1	GigEthernet_TR3_N (private Eth camera)
Pin 2	GigEthernet_TR3_P (private Eth camera)
Pin 3	GigEthernet_TR2_N (private Eth camera)
Pin 4	GigEthernet_TR2_P (private Eth camera)
Pin 5	GigEthernet_TR1_N (private Eth camera)
Pin 6	GigEthernet_TR1_P (private Eth camera)
Pin 7	GigEthernet_TR0_N (private Eth camera)
Pin 8	GigEthernet_TR0_P (private Eth camera)
Pin 9	Ethernet_TXP
Pin 10	Ethernet_RXP
Pin 11	Ethernet_RXN
Pin 12	CAN_High_Vehicle
Pin 13	+12 V KL30
Pin 14	+12 V KL15
Pin 15	GND KL31
Pin 16	GND KL31
Pin 17	Time_Sync
Pin 18	ETH_Screen
Pin 19	Ethernet_TXN
Pin 20	CAN Low Vehicle
Pin 21	CAN High Radar (private CAN radar)
Pin 22	CAN Low Radar (private CAN radar)
Rear Module	

Motorsport connector on device	AS-2-12-35PN
Mating connector AS-6-12-35SN	F 02U 000 443-01
Pin 1	GigEthernet_TR3_P (private Eth camera)
Pin 2	GigEthernet_TR2_N (private Eth camera)
Pin 3	GigEthernet_TR2_P (private Eth camera)
Pin 4	GigEthernet_TR1_N (private Eth camera)
Pin 5	GigEthernet_TR1_P (private Eth camera)
Pin 6	GigEthernet_TR0_N (private Eth camera)
Pin 7	GigEthernet_TR0_P (private Eth camera)
Pin 8	+12 V Ubat
Pin 9	+12 V Ubat
Pin 10	+12 V Ubat (optional to display)
Pin 11	CAN High Radar (private CAN radar)
Pin 12	CAN Low Radar (private CAN radar)
Pin 13	n.c.
Pin 14	GigEthernet_TR3_N (private Eth camera)
Pin 15	GigEthernet Screen
Pin 16	n.c.
Pin 17	CAN Screen
Pin 18	GND
Pin 19	+12 V Ubat (optional to display)
Pin 20	GND
Pin 21	GND (optional to display)
Pin 22	GND (optional to display)

Installation Notes

The rear unit must be mounted 90° to the vehicles vertical and horizontal axis and within ± 200 mm of the vehicle lateral centerline.

Mounting distance of radar over ground: 300 to 1,000 mm

To achieve the expected performance from the radar sensor, it must have a clear and unobstructed view. There should be no material over the radar sensor and the sensor should be allowed a clear 180 degree field of view.

Consider the maximum vibration limits for the mounting position of the rear module. The system is approved referred to vibration profile 1, see www.bosch-motorsport.com.

Check the radar sensor for travel inside the radar bracket. In this case, remove the radar sensor and check the locking pins at both sides of the sensor. Due to vibrations, these pins can be deformed. Exceeding travel of the sensor can damage the electric contacts.

The system needs yaw rate and vehicle speed information.

Cat 6 A standard for Gigabit Ethernet.

This product may contain open source software. Information about license terms and other obligations is given in the manual.

For the private CAN network between display and rear module, no termination resistor is needed in the wiring harness. There are pre-installed termination resistors in the radar sensor and the display.

Safety Notes

It is not permitted to use the system as mirror replacement.

Ordering Information

Collision Avoidance System CAS-M 3 EVO
Order number **F 02U V02 648-02**

Accessories

Display Unit
Order number **F 02U V02 660-01**

Rear Module
Consisting of parts (A) to (E)
Order number **F 02U V02 630-02**

Radar Bracket (A)
Order number **F 037 D00 084-01**

Radar Unit (B)
Order number **F 02U V02 647-01**

Camera Unit (C)
Order number **F 02U V02 799-01**

Wiring Harness (D)
Order number **F 02U V02 802-01**

Interface Module (Housing and Electronics) (E)
Order number **F 02U V02 639-01**

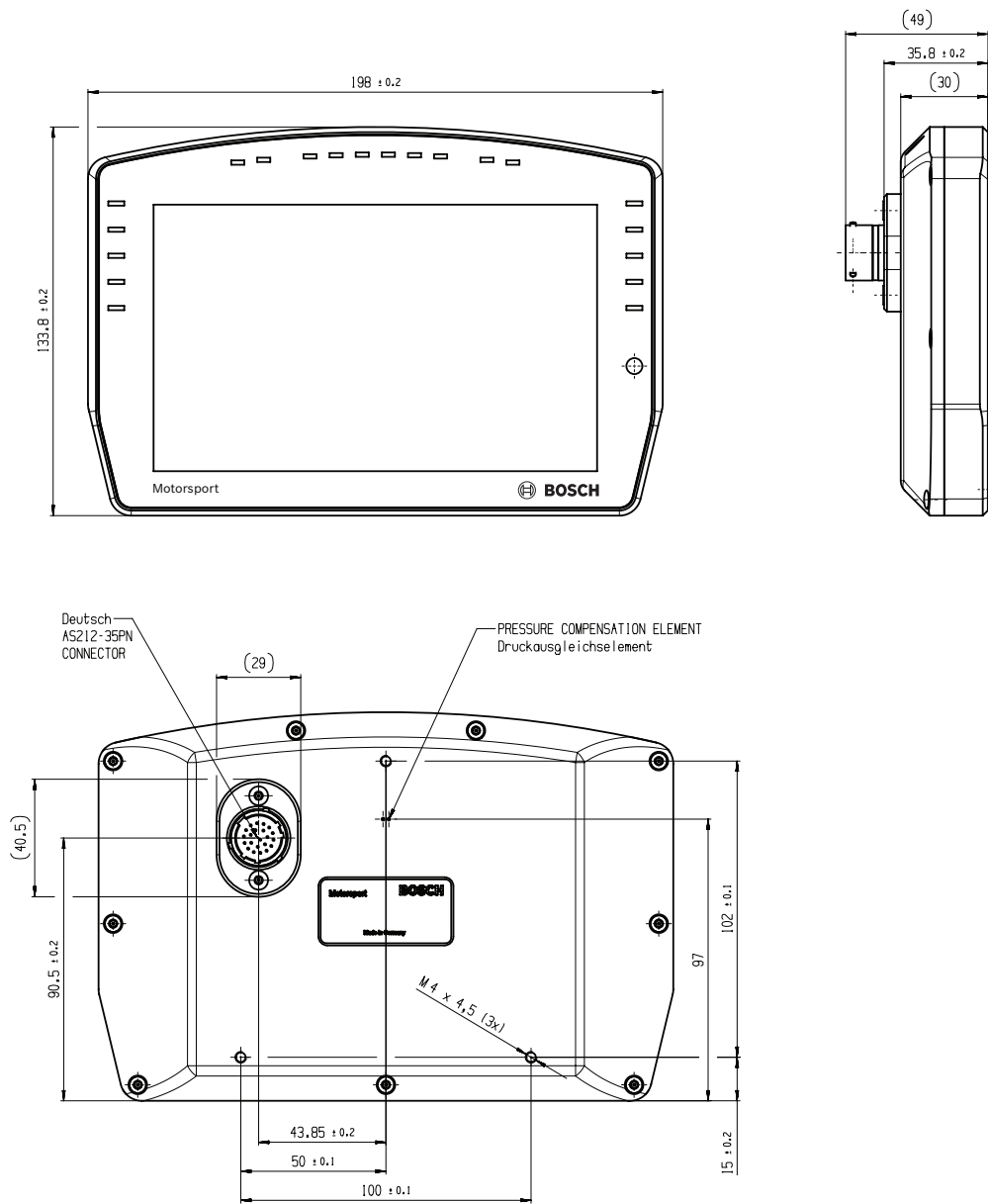
Acceleration Sensor MM5.10
Without wire
Order number **F 02U V01 511-02**

Acceleration Sensor MM5.10
Wire with open end
Order number **F 02U V01 511-92**

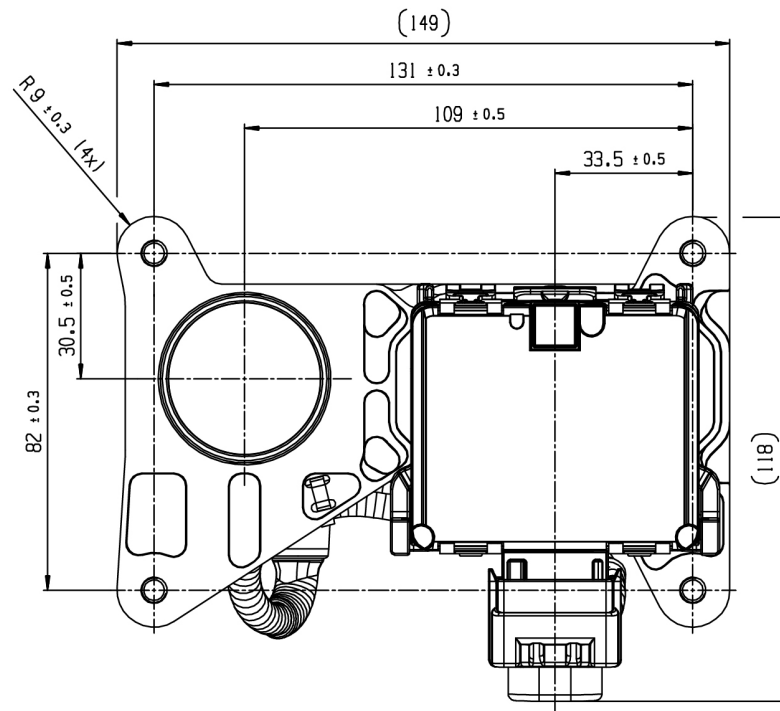
Acceleration Sensor MM5.10
Wire with motorsport connector
Order number **F 02U V01 512-03**

Dimensions

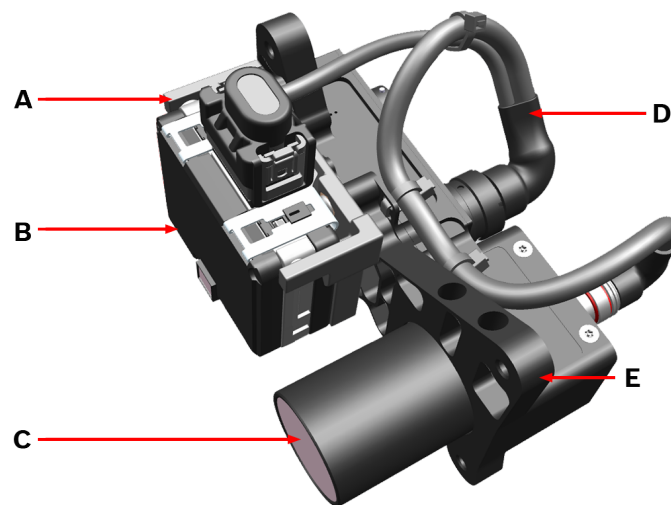
3



Display



Rear Module



- A: Radar Bracket
- B: Radar Sensor
- C: Camera
- D: Wiring Harness for Radar and Camera
- E: Interface Module (Housing and Electronics)

Spare Parts of the Rear Module

Overview

3

Data Logger C 60



- Compact and light weight data logger
- Aluminum housing
- Recording on USB flash drive (opt.)
- Two motorsport connectors

Data Logger C 70



- Cutting-edge 667 MHz Dual Core Processor
- Recording on USB flash drive (opt.)
- Supports GPS lap trigger, pre-dated lap time etc.
- High programming flexibility using mathematical functions and conditional channels

USB Upgrade Kit



- Capacity 2 GB
- Robust brass housing
- High performance push-pull connector

Data Logger C 60



Features

- ▶ Compact and light weight data logger
- ▶ Aluminum housing
- ▶ Recording on USB flash drive (opt.)
- ▶ Two motorsport connectors

The data logger C 60 is a compact and light weight data logging system for motorsport applications. This allows for synchronized acquisition of engine data from the ECU and chassis data from up to 26 analog and 4 digital input channels. Additional input devices can be connected via Ethernet and CAN buses.

Recorded data from the 2 GB logger can be downloaded via high speed Ethernet or via wireless connection with the BT 60 burst telemetry system. Software upgrades for the C 60 (field upgradable by entering a key) activate additional recording on USB flash drive, CCP-master and additional input channels.

Application

Converters	8 kHz AD converters with digital low pass filter
Configurable math channels	
User configurable CAN in/out messages	
Sampling rate	Max. 1,000 Hz for all channels
Online data compression	
Logging rate	Max. 300 kB/s
Recording channels	Up to 720 per connected device
Logged data download speed	Max. 1,000 kB/s
Internal storage capacity	2 GB
3-port network switch	

BT 60 WLAN burst telemetry support

FM 40 long range telemetry support, GSM telemetry support

RS232 GPS input

CCP-Master, data acquisition from ECU that support CAN calibration protocol (optional)

Technical Specifications

Mechanical Data

Size	105 x 34.5 x 137.5 mm
Weight	495 g
Protection Classification	IP67 to DIN 40050, Section 9, Issue 2008
Operating temperature (internal)	-20 to 65°C
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	8 to 18 V
Max. power consumption (w/o loads)	10 W at 14 V

Inputs

Analog channels	6
Input range	0 to 5 V
Resolution	12 bit
Switchable pull up resistor	3 kOhm

Outputs

PWM outputs (low side switch 2 A each)	4
Sensor supply 5 V $\pm$ 1 % (250 mA)	1

Environment

Software Upgrade 1

GPS input	
Additional analog channels	20
Rotational channels (input Hall/ inductive)	4
Additional sensor supply 5 V (250 mA each)	3
Sensor supply 10 V (250 mA)	1
Sensor supply 12 V (1 A), non regulated	1
RS232	GPS
	F 02U V00 703-01

Software Upgrade 2

CCP-Master (ASAP 2 file from ECU manufacturer required)	F 02U V00 797-01
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Software Upgrade 3

USB-Port unlocked (Rugged USB flash drive 2 GB Bosch File System (BFS) format included, works with Bosch File System (BFS) preformatted USB flash drive only)

F 02U V00 872-02

Adapter cable to USB-Port (included in Upgrade)

F 02U V01 343-01

Adapter for wiring harness (included in Upgrade)

F 02U 002 996-01

Connectors and Wires

Motorsport connectors double density

2 x 41 pins

Mating connector I
AS-DD 6-12-41SN

F 02U 002 216-01

Mating connector II
AS-DD 6-12-41SA

F 02U 004 180-01

Pin Layout

ASDD-2-12-41PN

Pin	Name	Description
1	KL30	
2	KL15	
3	KL15	
4	KL31	
5	KL31	
6	Ethernet Channel0 Tx plus	Wire Ethernet_0 - TX+
7	Ethernet Channel0 Tx minus	Wire Ethernet_0 - TX-
8	Ethernet Channel0 Rx plus	Wire Ethernet_0 - RX+
9	Ethernet Channel0 Rx minus	Wire Ethernet_0 - RX-
10	Ethernet Schirm	Ethernet Schirm
11	Ethernet Channel1 Tx plus	Wire Ethernet_0 - TX+
12	Ethernet Channel1 Tx minus	Wire Ethernet_0 - TX-
13	Ethernet Channel1 Rx plus	Wire Ethernet_0 - RX+
14	Ethernet Channel1 Rx minus	Wire Ethernet_0 - RX-
15	Ethernet Channel2 Tx plus	Wire Ethernet_0 - TX+
16	Ethernet Channel2 Tx minus	Wire Ethernet_0 - TX-
17	Ethernet Channel2 Rx plus	Wire Ethernet_0 - RX+
18	Ethernet Channel2 Rx minus	Wire Ethernet_0 - RX-

19 CAN_A_H CAN_A - HIGH

20 CAN_A_L CAN_A - LOW

21 CAN_B_H CAN_B - HIGH

22 CAN_B_L CAN_B - LOW

23 USB Power 500mA USB_Power

24 USB Data Plus USB_OTG_Plus

25 USB Data Minus USB_OTG_Minus

26 USB GND USB_Ground

27 SENSPWR5_1

28 SENSGND

29 Timestamp

30 LS_GND_1 Low-Side Ground2

31 LS_SWITCH_1 lowside switch 2A

32 LS_SWITCH_2 lowside switch 2A

33 LS_SWITCH_3 lowside switch 2A

34 LS_SWITCH_4 lowside switch 2A

35 LS_GND_2 Low-Side Ground2

36 ANAIN_M1_1 0 to 5V Analog

37 ANAIN_M1_2 0 to 5V Analog

38 ANAIN_M1_3 0 to 5V Analog

39 ANAIN_M1_4 0 to 5V Analog

40 ANAIN_M1_5 0 to 5V Analog

41 ANAIN_M1_6 0 to 5V Analog

ASDD-2-12-41PA

Pin	Name	Description
1	UBATT_FUSE1	
2	SENSPWR10_1	
3	SENSPWR5_2	
4	SENSPWR5_3	
5	SENSPWR5_4	
6	SENSGND	
7	SENSGND	
8	RS232A TX	RS232A - Transmit
9	RS232A RX	RS232A - Receive
10	RS232B TX	RS232A - Transmit
11	RS232B RX	RS232A - Receive
12	RS232_GND	RS232_GND
13	REV1_P	DHE I/P or Inductive - KW+
14	REV1_M	DHE I/P or Inductive - KW-
15	REV2_P	DHE I/P or Inductive - KW+
16	REV2_M	DHE I/P or Inductive - KW-
17	REV3_P	DHE I/P or Inductive - KW+
18	REV3_M	DHE I/P or Inductive - KW-
19	REV4_P	DHE I/P or Inductive - KW+
20	REV4_M	DHE I/P or Inductive - KW-
21	ANAIN_M1_7	0 to 5V Analog

22	ANAIN_M1_8	0 to 5V Analog
23	ANAIN_M1_9	0 to 5V Analog
24	ANAIN_M1_10	0 to 5V Analog
25	ANAIN_M1_11	0 to 5V Analog
26	ANAIN_M1_12	0 to 5V Analog
27	ANAIN_M1_13	0 to 5V Analog
28	ANAIN_M1_14	0 to 5V Analog
29	ANAIN_M1_15	0 to 5V Analog
30	ANAIN_M1_16	0 to 5V Analog
31	ANAIN_M2_1	0 to 5V Analog
32	ANAIN_M2_2	0 to 5V Analog
33	ANAIN_M2_3	0 to 5V Analog
34	ANAIN_M2_4	0 to 5V Analog
35	ANAIN_M2_5	0 to 5V Analog
36	ANAIN_M2_6	0 to 5V Analog
37	ANAIN_M2_7	0 to 5V Analog
38	ANAIN_M2_8	0 to 5V Analog
39	ANAIN_M2_9	0 to 5V Analog
40	ANAIN_M2_10	0 to 5V Analog
41	LAPTRIGGER	

Installation Notes

Inspection services recommended after 110 h or 12 months.

Depending on your experience calibrating Bosch ECUs, we recommend calibration support from Bosch Motorsport.

Please remember that the mating connectors and the programming interface MSA Box II are not included and must be ordered separately.

Not reverse polarity protected on supply or outputs.

Software

The required software (.pst file) for this device is available in the download area of our homepage www.bosch-motorsport.com.

Download data and save configurations before sending device as it will be reset during service.

Accumulator Service

Internal accumulator for data preservation and clock included

Inspection services recommended after 220 h or 2 years, internal battery to be replaced during service.

Send device to Bosch dealer for service.

Charge accumulator for > 6 h after installation (supply with power).

Charge accumulator twice per year for > 6 h (supply with power).

Communication

Configuration via RaceCon over Ethernet or MSA-Box II

CAN interfaces 2

Ethernet 100BaseT 3

RS232 Telemetry

Lap trigger input 1

Ordering Information

Data Logger C 60

Order number **F 02U V00 875-03**

Software Options

SW Upgrade 1

Order number **F 02U V00 703-01**

SW Upgrade 2

Order number **F 02U V00 797-01**

SW Upgrade 3

Order number **F 02U V00 872-02**

Data Logger C 70

3



Features

- ▶ Cutting-edge 667 MHz Dual Core Processor
- ▶ Recording on USB flash drive (opt.)
- ▶ Supports GPS lap trigger, pre-dated lap time etc.
- ▶ High programming flexibility using mathematical functions and conditional channels

The data logger C 70 integrates a programmable data logging system for motorsport applications for a very competitive price. Additional input devices can be connected via Ethernet and CAN buses. Data Analysis Software WinDarab is available free of charge as “WinDarab V7 free” on our website. The logger can be upgraded to a 2nd logging partition of 1 GB (e.g. for long term recording). For quick data transfer from the car e.g. during pit stop, data copy to a USB stick is available as an option. The stick is connected to the wiring harness for the C 70.

The device comes with 4 analogue and 4 speed inputs as standard; further 12 analogue inputs are available as optional upgrade.

Application

Processor	667 MHz Dual Core
Converters	8 kHz AD converters with digital low pass filter
Internal power source	Li/Ion capacitor
Configurable math channels	
User configurable CAN in/out messages	
Sampling rate	Max. 1 ms
Online data compression	
Logging rate	Max. 600 kB/s
Recording channels	1,040

Logged data download speed	Max. 1,000 kB/s
Internal storage capacity	3 GB (standard), plus 1 GB (optional)
LTE Ethernet telemetry support, GSM telemetry support	
RS232 for GPS and telemetry	
CCP-Master, data acquisition from ECU that support CAN calibration protocol (optional)	

Technical Specifications

Mechanical Data

Size	151 x 126 x 25.5 mm
Weight	450 g
Protection Classification	IP54 to DIN 40050, Section 9, Issue 2008
Operating temperature internal	-20 to 85°C
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	5 to 18 V
Inputs	
Analog channels	4 standard, additional 12 optional
Input range	0 to 5 V
Resolution	12 bit
Switchable pull up resistor	For all ANA_IN
Wheel speed inputs	4 Hall-effect or DF11, switchable

Outputs

Sensor supply 5 V ± 1 % (250 mA)	2
Sensor supply 10 V ± 1 % (250 mA)	1
Sensor supply U_Bat 250 mA	1
Sensor ground	4

Optional Upgrades

USB_DATA	USB-Port unlocked (Rugged USB flash drive Bosch File System (BFS) format included, works with Bosch File System (BFS) preformatted USB Flash drive only)
Adapter cable to USB-Port	included in Upgrade USB_DATA
Adapter for wiring harness	included in Upgrade USB_DATA
CCP_MASTER	CCP-Master (ASAP2 file from ECU manufacturer required)
ETHER_TELE	LTE Ethernet Telemetry

FULL_LOG_2	Enable full logging performance of 1 GB partition 2
I_O_EXTENS	Enable additional 12 analog input channels

Connectors and Wires

Motorsport connector on logger	AS-216-35 PN
Mating connector AS-616-35 SN	F 02U 000 466-01

Pin Configuration

Pin	Name	Comment	Status
1	KL_31		Incl.
2	KL_15		Incl.
3	KL_30		Incl.
4	Rev_In_3	Hall or DF11 switchable	Incl.
5	Rev_In_1	Hall or DF11 switchable	Incl.
6	KL_31		Incl.
7	CAN_2_L	CAN speed selectable	Incl.
8	Ethernet_2_TXP		Incl.
9	Ethernet_2_TXN		Incl.
10	Sens_Power_12V	over current protected	Incl.
11	Rev_In_4	Hall or DF11 switchable	Incl.
12	Rev_In_2	Hall or DF11 switchable	Incl.
13	Laptrigger_In		Incl.
14	CAN_2_H	CAN speed selectable	Incl.
15	CAN_1_H	CAN speed selectable	Incl.
16	Ethernet_2_RXP		Incl.
17	Sens_Gnd_4	fused	Incl.
18	Sens_Power 5V	over current protected	Incl.
19	ANA_IN_3	3.01 kOhm switchable	Incl.
20	ANA_IN_4	3.01 kOhm switchable	Incl.
21	Time_Sync	connection to Bosch ECU	Incl.
22	CAN_1_L	CAN speed selectable	Incl.
23	Com_screen	Ethernet and USB screen	Incl.
24	Ethernet_2_RXN		Incl.
25	Sens_Gnd_3	fused	Incl.
26	Sens_Power 5V	over current protected	Incl.
27	ANA_IN_7	3.01 kOhm switchable	Opt.
28	ANA_IN_1	3.01 kOhm switchable	Incl.
29	USB_Device_DP	to Bosch USB stick	Opt.
30	RS232_TX_Telemetry		Incl.
31	Ethernet_1_TXP		Incl.
32	Sens_Gnd_2	fused	Incl.
33	Sens_Power_10V	over current protected	Incl.
34	ANA_IN_8	3.01 kOhm switchable	Opt.

Pin	Name	Comment	Status
35	ANA_IN_10	3.01 kOhm switchable	Opt.
36	USB_Device_Gnd	to Bosch USB stick	Opt.
37	USB_Device_DN	to Bosch USB stick	Opt.
38	RS232_RX_Telemetry	e.g. GSM telemetry	Incl.
39	Ethernet_1_TXN		Incl.
40	Sens_Gnd_1	fused	Incl.
41	ANA_IN_11	3.01 kOhm switchable	Opt.
42	ANA_IN_9	3.01 kOhm switchable	Opt.
43	RS232_TX_GPS		Incl.
44	ANA_IN_16	3.01 kOhm switchable	Opt.
45	USB_Device_Power	to Bosch USB stick	Opt.
46	Ethernet_1_RXP		Incl.
47	ANA_IN_12	3.01 kOhm switchable	Opt.
48	ANA_IN_6	3.01 kOhm switchable	Opt.
49	ANA_IN_2	3.01 kOhm switchable	Incl.
50	ANA_IN_13	3.01 kOhm switchable	Opt.
51	ANA_IN_15	3.01 kOhm switchable	Opt.
52	Ethernet_1_RXN		Incl.
53	ANA_IN_5	3.01 kOhm switchable	Opt.
54	RS232_RX_GPS	for GPS sensor input	Incl.
55	ANA_IN_14	3.01 kOhm switchable	Opt.

Installation Notes

Inspection services recommended after 220 h or 2 years, no components to replace.

Communication

CAN interfaces	2
Ethernet 100BaseT	2
Laptrigger input	1
RS232	Telemetry, GPS
Configuration via RaceCon	Over Ethernet or MSA-Box II

Ordering Information

Data Logger C 70

Order number **F 02U V02 302-01**

USB Kit for C 70, DDU 9, DDU 10 and VCU

Order number **F 02U V02 214-01**

Accessories

Vehicle Loom Basic

Order number **F 02U V02 735-01**

Bench Loom

Order number **F 02U V02 349-01**

Rugged USB flash drive (included in USB Kit)

Order number **F 02U V01 342-03**

Adapter cable to USB-Port (included in USB Kit)

Order number **F 02U V01 343-01**

Adapter for wiring harness (included in USB Kit)

Order number **F 02U 002 996-01**

Software Options

CCP_MASTER

Order number **F 02U V02 213-01**

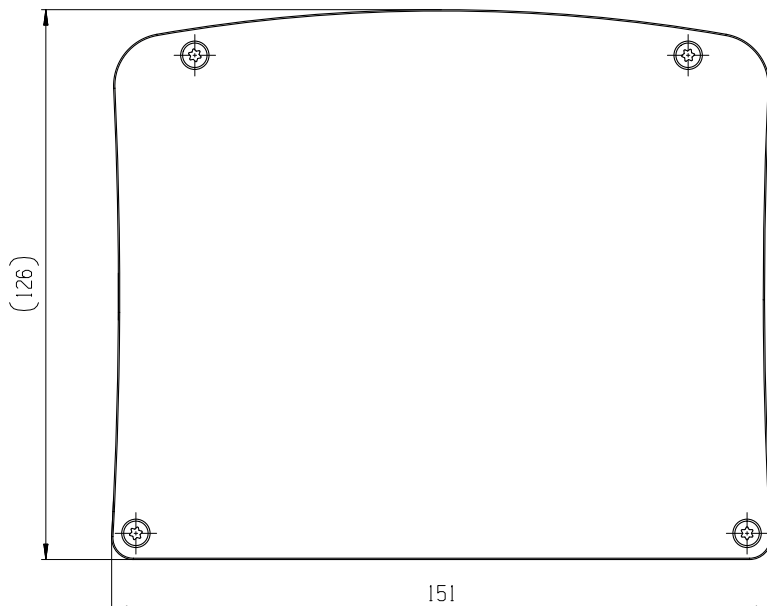
FULL_LOG_2

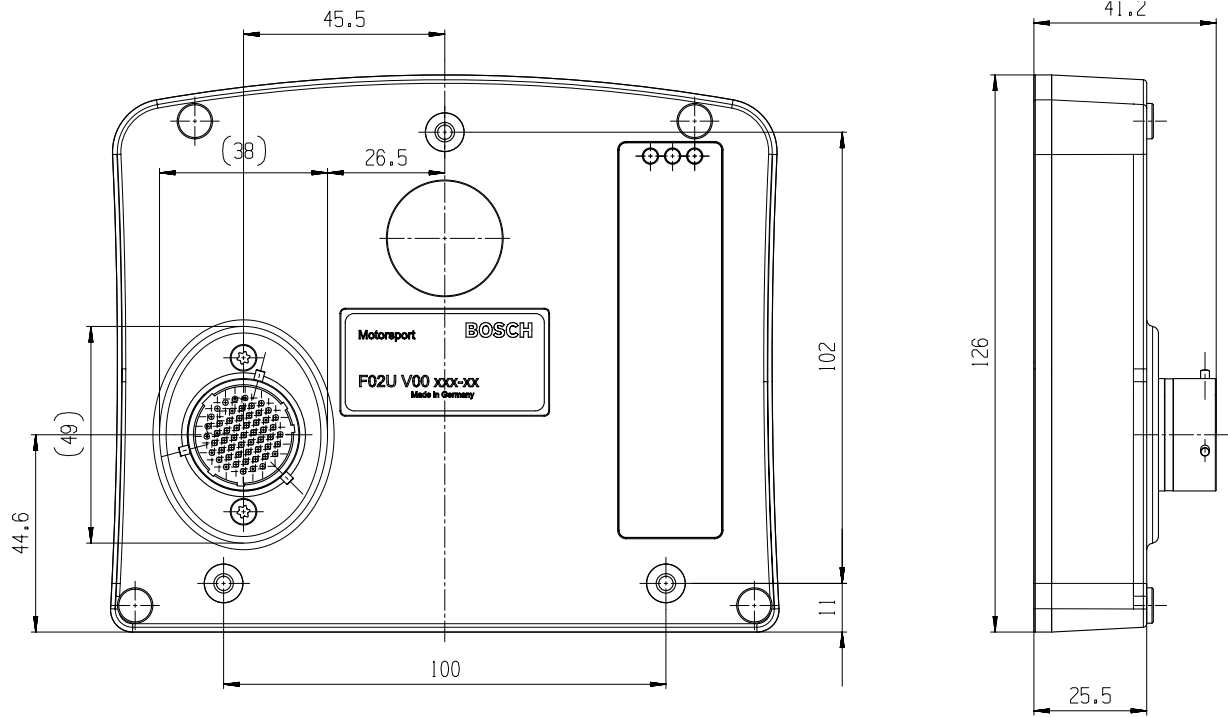
Order number **F 02U V02 305-01**

I_O EXTENS

Order number **F 02U V02 205-01**

Dimensions





USB Upgrade Kit

3



Features

- ▶ Capacity 2 GB
- ▶ Robust brass housing
- ▶ High performance push-pull connector

The Software Upgrade USB enables your DDU or data logger to store data on a USB flash drive. The required hardware is part of the Upgrade and includes an adapter cable to USB-port, a connection socket to the wiring harness and a rugged USB flash drive.

The rugged USB flash drive is securely mounted within a rugged brass housing designed to provide full protection against extreme environmental conditions. It is IP68 protected and resistant to extreme operating temperatures (-30 to 85°C). The USB flash drive is equipped with a rugged protection cap.

Application

Operating temperature range	-30 to 85°C
Protection class	IP68
Tightening torque of Backnut for connection socket	1.5 to 2.0 Nm
Max. vibration	Vibration Profile 3 (see Appendix or www.bosch-motorsport.com)

Technical Specifications

Mechanical Data

Housing material	Brass
Weight	42 g
Length	72 mm
Bore diameter	15.5 mm

Electrical Data

Capacity	2 GB
Specification	USB 1.1/2.0
Data rate	USB 2.0 up to 480 MBit/s

Connectors and Wires

Pin layout for connection to vehicle loom (see also Dimensions)

Pin 1	Data -
Pin 2	+ 5 V
Pin 3	GND
Pin 4	Data +

Installation Notes

The USB flash drive should be fixed on a soft surface to reduce the stress on the USB flash drive.

Ordering Information

USB Kit for DDU 7

Order number **F 02U V01 133-02**

USB Kit for DDU 8

Order number **F 02U V00 871-02**

USB Kit for C 50

Order number **F 02U V01 133-02**

USB Kit for C 60

Order number **F 02U V00 872-02**

USB Kit for MS 6

Order number **F 02U V01 993-01**

Accessories

Rugged USB flash drive (included in USB Kit)

Order number **F 02U V01 342-03**

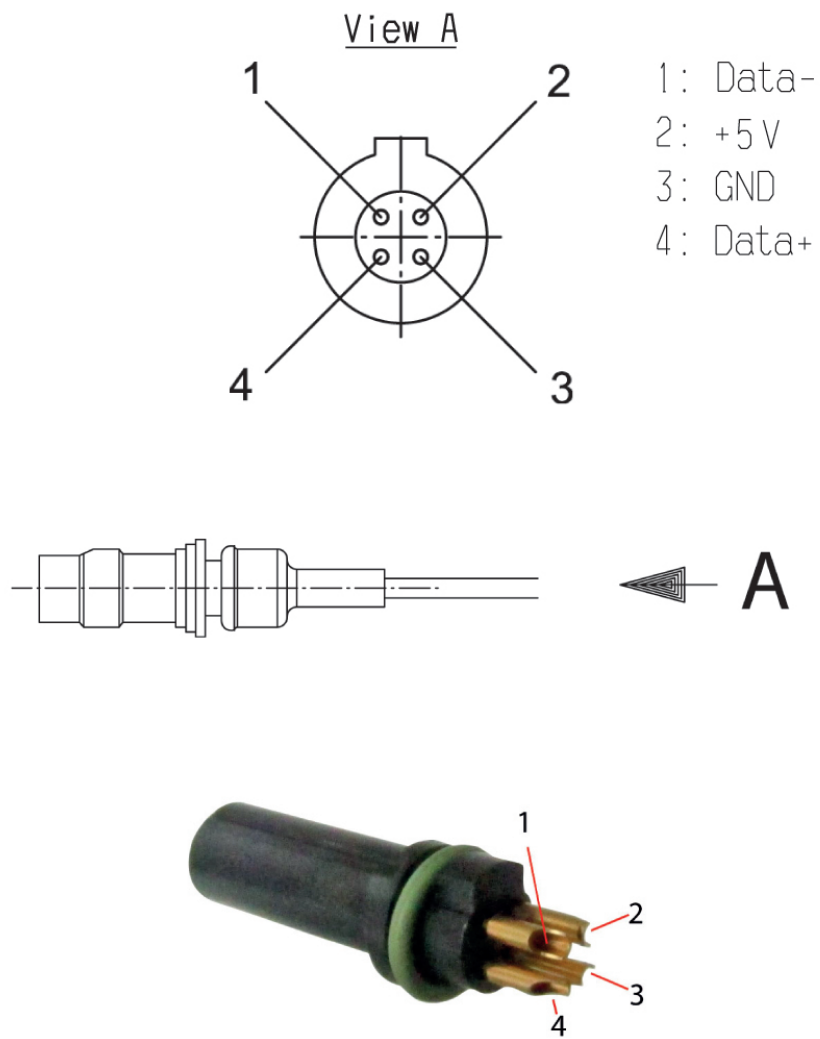
Adapter cable to USB-Port (included in USB Kit)

Order number **F 02U V01 343-01**

Adapter for wiring harness (included in USB Kit)

Order number **F 02U 002 996-01**

Dimensions



Overview

3

Injection Power Stage HPI 5



- Max. 8 cylinders
- Max. 14,000 rpm (4 cyl. operation)
- 550 g

Injection Power Stage HPI 5-M 4C



- Max. 4 cylinders
- Max. 15,000 rpm (4 cyl. operation)
- 400 g

Injection Power Stage HPI 5-M 8C



- Max. 8 cylinders
- Max. 8,000 rpm (8 cyl. operation)
- 440 g

Injection Power Stage HPI 5



Features

- ▶ Max. 8 cylinders
- ▶ Max. 14,000 rpm (4 cyl. operation)
- ▶ 550 g

The injector power stage HPI 5 is a device for driving injectors and high pressure pumps for gasoline direct injection. Combined with a suitable ECU up to 8 injectors can be driven. The injectors are gathered in 4 groups of 2 injectors each. Within a group only one injector can be switched on at the same time. The 4 groups are totally independent, so that overlapping injection of injectors of different groups is possible. The HPI 5 is mainly designed to drive the Bosch high pressure pump HDP 5. Communication between main ECU and the HPI 5 is realized via CAN interface.

Application

Max. number of cylinders	8
Max. rpm (8 cyl. operation)	7,000
Max. rpm (4 cyl. operation)	14,000

Technical Specifications

Mechanical Data

Aluminum housing	
Each connector pin individually filtered	
Housing temperature	-25 to 85°C
Size (incl. connectors)	190 x 123 x 36 mm
Weight	550 g

Electrical Data

Voltage supply	14 V
Operating voltage	10 to 16 V
Operation voltage (engine start)	6.5 to 16 V
Nominal voltage	14 V

Connectors and Wires

Mating connector	D 261 205 353-01
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Communication

1 CAN (1 Mbaud)

Ordering Information

Injection Power Stage HPI 5

Optimized for Bosch HDP 5
Order number **F 02U V00 929-02**

Injection Power Stage HPI 5

Optimized for Hitachi HDP Gen 1
Order number **F 02U V01 055-02**

Injection Power Stage HPI 5-M 4C



Features

- Max. 4 cylinders
- Max. 15,000 rpm (4 cyl. operation)
- 400 g

The injector power stage HPI 5-M 4C is a device for driving injectors and high pressure pumps for gasoline direct injection. Combined with a suitable ECU up to 4 injectors can be driven. Overlapping injection of injectors is possible. The HPI 5-M is mainly designed to drive the Bosch high pressure pump HDP 5. Communication between main ECU and the HPI 5-M is realized via CAN interface.

Application

Max. number of cylinders	4
Max. rpm (4 cyl. operation)	15,000
Optimized for Bosch high pressure injection valve HDEV 5 and Bosch high pressure pump HDP 5	

Technical Specifications

Mechanical Data

Aluminum housing	
Each connector pin individually filtered	
Housing temperature	-25 to 100°C
Size (incl. connectors)	167 x 97 x 39 mm
Protection Classification	IP67 to DIN 40050, Section 9, Issue 2008
Weight	400 g

Electrical Data

Voltage supply	14 V
Operating voltage	12 to 16 V

Operation voltage (engine start)	6.5 to 16 V
Nominal voltage	14 V

Connectors and Wires

Mating connector	AS 616-26SN
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Pin Configuration

16-26 (size 16) 26#20 7,5 A

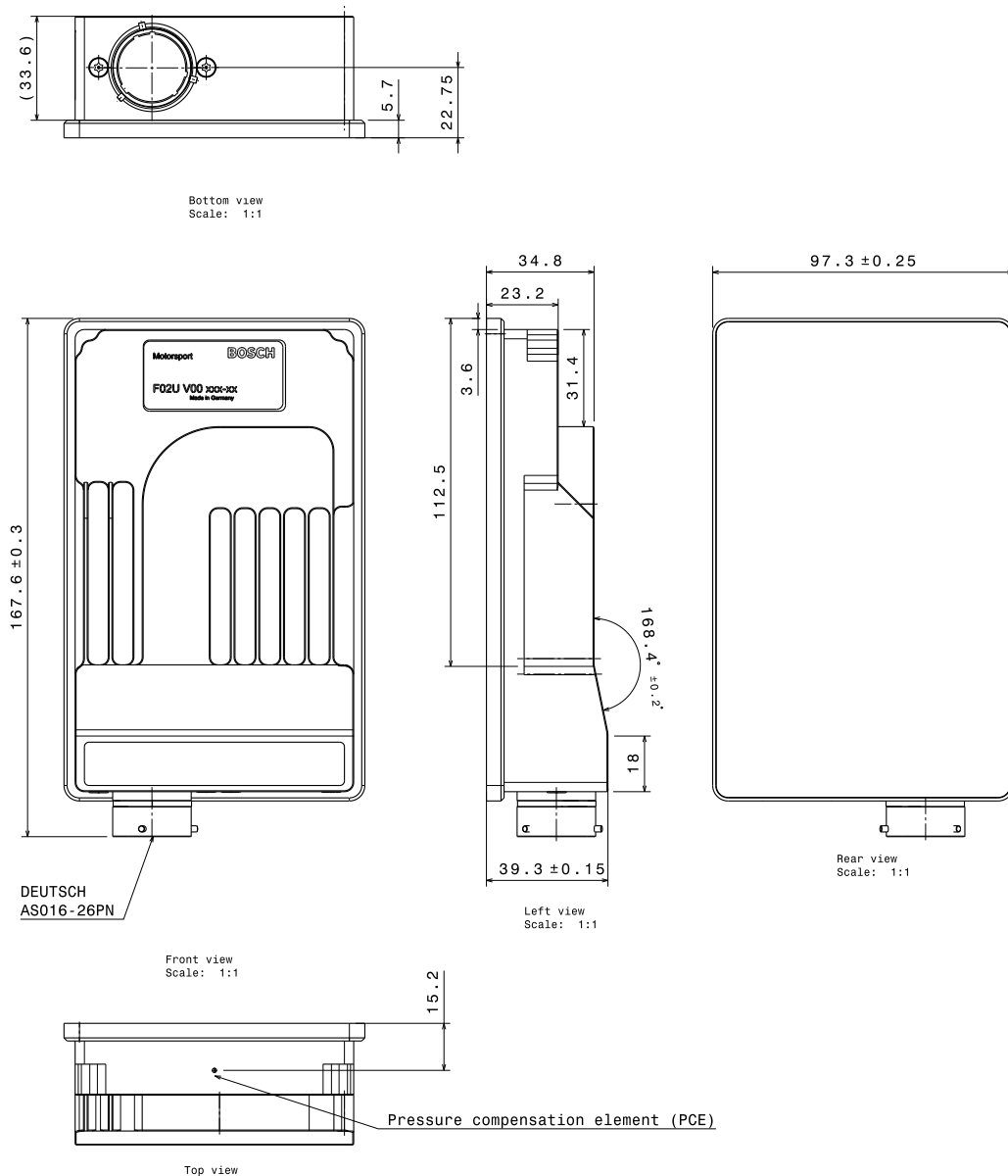
Pin	Name	Comment
A	O_P_FSCVL1	Flow control valve #1 output low side
B	V_V_BAT_R	Battery plus
C	V_V_BAT_R	Battery plus
D	G_G_BAT	Battery minus
E	G_G_BAT	Battery minus
F	O_P_BANK2_LS4_LS6	Injector control output, Low side of HDEV Injector #4
G	O_P_BANK2_HS4_HS6	Injector control output, High side of HDEV Injector #4
H	O_P_BANK1_HS2_HS2	Injector control output, High side of HDEV Injector #2
I	O_P_BANK1_LS2_LS2	Injector control output, Low side of HDEV Injector #2
K	O_P_BANK2_LS3_LS3	Injector control output, Low side of HDEV Injector #3
L	O_P_BANK2_HS3_HS3	Injector control output, High side of HDEV Injector #3
M	O_P_BANK1_HS1_HS1	Injector control output, High side of HDEV Injector #1
N	O_P_BANK1_LS1_LS1	Injector control output, Low side of HDEV Injector #1
P	I_P_HPIND1_D1	Injector control, input signal for injector #1
R	O_P_FSCVH1	Flow control valve #1 output high side
S	I_P_HPIND2_D2	Injector control, input signal for injector #2
T	V_V_BAT_R	Battery plus
U	G_G_BAT	Battery minus
V	I_P_1SEL1	Flow control valve #1, input signal "SEL1"
W	I_P_HPIND4_D6	Injector control, input signal for injector #4
X	I_S_T15	Input "Terminal 15" (Ignition switch)
Y	B_D_CANL	CAN Interface, Signal "CAN Low"
Z	B_D_CANH	CAN Interface, Signal "CAN High"
a	I_P_HPIND3_D3	Injector control, input signal for injector #3

16-26 (size 16) 26#20 7,5 A

b	I_P_1SEL0	Flow control valve #1, input signal "SEL0"
c	I_P_1ON	Flow control valve #1, input signal "ON"

Communication

1 CAN (1 Mbaud)

Ordering Information**Injection Power Stage HPI 5-M 4C**Order number **F 02U V01 629-01****3****Dimensions**

Injection Power Stage HPI 5-M 8C



Features

- ▶ Max. 8 cylinders
- ▶ Max. 8,000 rpm (8 cyl. operation)
- ▶ 440 g

The injector power stage HPI 5-M 8C is a device for driving injectors and high pressure pumps for gasoline direct injection. Combined with a suitable ECU up to 8 injectors can be driven. The injectors are gathered in 4 groups of 2 injectors each. Within a group only one injector can be switched on at the same time. The 4 groups are totally independent, so that overlapping injection of injectors of different groups is possible. The HPI 5-M is mainly designed to drive the Bosch high pressure pump HDP 5. Communication between main ECU and the HPI 5-M is realized via CAN interface.

Application

Max. number of cylinders	8
Max. rpm (8 cyl. operation)	8,000
Max. rpm (6 cyl. operation)	9,500
Optimized for Bosch high pressure injection valve HDEV 5 and Bosch high pressure pump HDP 5	

Technical Specifications

Mechanical Data

Aluminum housing	
Each connector pin individually filtered	
Housing temperature	-25 to 100°C
Size (incl. connectors)	167 x 97 x 39 mm
Protection Classification	IP67 to DIN 40050, Section 9, Issue 2008

Weight	440 g
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Electrical Data

Voltage supply	14 V
Operating voltage	12 to 16 V
Operation voltage (engine start)	6.5 to 16 V
Nominal voltage	14 V

Connectors and Wires

Mating connector	AS 616-26SN AS 614-19SN
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Pin Configuration

16-26 (size 16) 26#20 7,5 A

Pin	Name	Comment
A	O_P_FSCVL1	Flow control valve #1 output low side
B	V_V_BAT_R	Battery plus
C	V_V_BAT_R	Battery plus
D	G_G_BAT	Battery minus
E	G_G_BAT	Battery minus
F	O_P_BANK2_LS4_L S6	Injector control output, Low side of HDEV Injector #4 (6-cyl. engine: #6)
G	O_P_BANK2_HS4_H S6	Injector control output, High side of HDEV Injector #4 (6-cyl. engine: #6)
H	O_P_BANK1_HS2_H S2	Injector control output, High side of HDEV Injector #2 (6-cyl. engine: #2)
I	O_P_BANK1_LS2_L S2	Injector control output, Low side of HDEV Injector #2 (6-cyl. engine: #2)
K	O_P_BANK2_LS3_L S3	Injector control output, Low side of HDEV Injector #3 (6-cyl. engine: #3)
L	O_P_BANK2_HS3_H S3	Injector control output, High side of HDEV Injector #3 (6-cyl. engine: #3)
M	O_P_BANK1_HS1_H S1	Injector control output, High side of HDEV Injector #1 (6-cyl. engine: #1)
N	O_P_BANK1_LS1_L S1	Injector control output, Low side of HDEV Injector #1 (6-cyl. engine: #1)
P	I_P_HPIND1_D1	Injector control, input signal for injector #1 (6-cyl. engine: #1)
R	O_P_FSCVH1	Flow control valve #1 output high side
S	I_P_HPIND2_D2	Injector control, input signal for injector #2 (6-cyl. engine: #2)
T	V_V_BAT_R	Battery plus

16-26 (size 16) 26#20 7,5 A

U	G_G_BAT	Battery minus
V	I_P_1SEL1	Flow control valve #1, input signal "SEL1"
W	I_P_HPIND4_D6	Injector control, input signal for injector #4 (6-cyl. engine: #6)
X	I_S_T15	Input "Terminal 15" (Ignition switch)
Y	B_D_CANL	CAN Interface, Signal "CAN Low"
Z	B_D_CANH	CAN Interface, Signal "CAN High"
a	I_P_HPIND3_D3	Injector control, input signal for injector #3 (6-cyl. engine: #3)
b	I_P_1SEL0	Flow control valve #1, input signal "SEL0"
c	I_P_1ON	Flow control valve #1, input signal "ON"

14-19 (size 14) 19#20 7,5 A

Pin	Name	Comment
A	I_P_HPIND6_D5	Injector control, input signal for injector #6 (6-cyl. engine: #5)
B	O_P_BANK1_LS5_L S4	Injector control output, Low side of HDEV Injector #5 (6-cyl. engine: #4)
C	O_P_BANK1_HS5_H S4	Injector control output, High side of HDEV Injector #5 (6-cyl. engine: #4)
D	O_P_BANK2_HS7	Injector control output, High side of HDEV Injector #7 (6-cyl. engine: not used)
E	O_P_BANK2_LS7	Injector control output, Low side of HDEV Injector #7 (6-cyl. engine: not used)
F	O_P_BANK1_LS6_L S5	Injector control output, Low side of HDEV Injector #6 (6-cyl. engine: #5)

14-19 (size 14) 19#20 7,5 A

G	O_P_BANK1_HS6_H S5	Injector control output, High side of HDEV Injector #6 (6-cyl. engine: #5)
H	O_P_BANK2_HS8	Injector control output, High side of HDEV Injector #8 (6-cyl. engine: not used)
I	O_P_BANK2_LS8	Injector control output, Low side of HDEV Injector #8 (6-cyl. engine: not used)
K	I_P_HPIND8	Injector control output, Low side of HDEV Injector #8 (6-cyl. engine: not used)
L	G_G_BAT	Battery minus
M	O_P_FSCVH2	Flow control valve #2 output high side
N	I_P_2SEL0	Flow control valve #2, input signal "SEL0"
P	I_P_HPIND7	Injector control, input signal for injector #7 (6-cyl. engine: not used)
R	I_P_2SEL1	Flow control valve #2, input signal "SEL1"
S	O_P_FSCVL2	Flow control valve #2 output low side
T	G_G_BAT	Battery minus
U	I_P_2ON	Flow control valve #2, input signal "ON"
V	I_P_HPIND5_D4	Injector control, input signal for injector #5 (6-cyl. engine: #4)

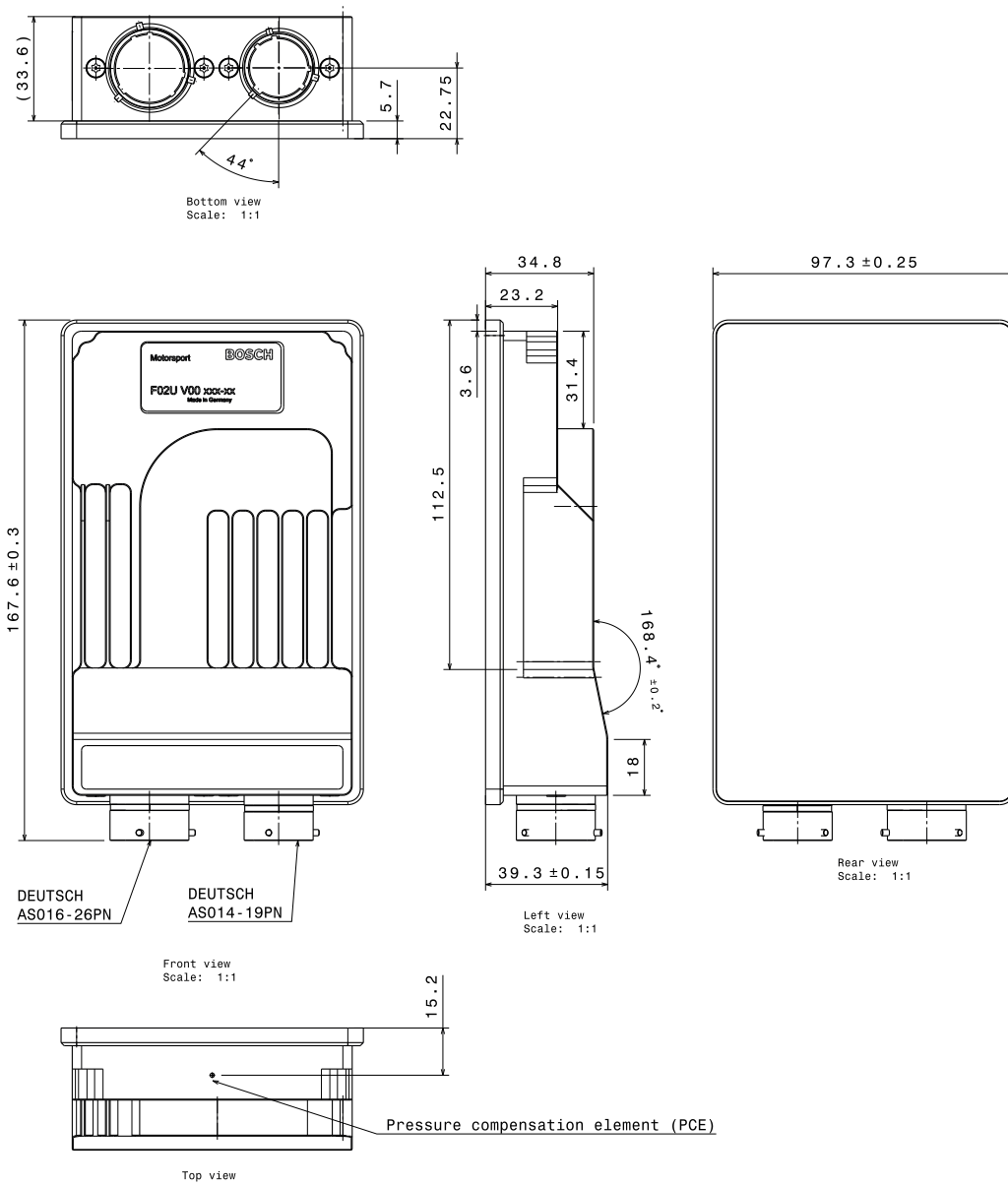
Communication

1 CAN (1 Mbaud)

Ordering Information

Injection Power Stage HPI 5-M 8COrder number **F 02U V01 630-01**

Dimensions



CAN Keypad CK-M12



Features

- ▶ 12 standard buttons with color indicator rings
- ▶ 9 additional digital switch inputs
- ▶ Moveable button inserts
- ▶ CAN input / output

The CAN Keypad CK-M12 allows for simplification of the dashboard by offering 12 buttons and 9 additional wired inputs to be evaluated and transmitted via CAN bus to other devices on the bus. Each button has an individually addressable LED indicating ring that can be used to acknowledge a button press event, indicate status of a device, or alert the driver to a fault condition. No special configuration software is needed, all feedback logic is done by PBX, DDU or ECU. Each keypad is supplied with 15 black inserts, optional insert kits are also available.

Application

Usage	PBX / DDU / ECU Interface
Temperature range	-40 to 85°C

Technical Specifications

Mechanical Data

Weight	280 g
Max vibration	11 ms 30 G peak
Sealing	IP68

Electrical Data

Power supply Vs	9 to 32 V
Average current draw	100 mA
Max current draw	250 mA

Characteristics

Signal output	CAN
CAN transmit rate	100 Hz*
CAN baud rate	1 Mbaud*
TX ID	0x800*
RX ID	0x801*
TX Data	1 bit status for each input
RX Data	4 bit integer for each indicator color, 4 bit integer for brightness

* Custom CAN IDs / baud Rate Optional Upon Request

Note: CK-M12 DBC file available for CAN configuration

Connectors and Wires

CK-M12 Termination	Flying Lead 24AWG
--------------------	-------------------

Recommended Connectors

CK-M12	AS610-35PN
Mating	AS110-35SN

Wire Identification

Wire	Function
Red	12/24 V Power
Black	Ground
Yellow	CAN high (CANH)
Green	CAN low (CANL)
White, Black Trace	Digital Input 1 activated by Ground
White, Brown Trace	Digital Input 2 activated by Ground
White, Red Trace	Digital Input 3 activated by Ground
White, Orange Trace	Digital Input 4 activated by Ground
White, Yellow Trace	Digital Input 5 activated by Ground
White, Green Trace	Digital Input 6 activated by Ground
White, Blue Trace	Digital Input 7 activated by Ground
White, Purple Trace	Digital Input 8 activated by Ground
White, Grey Trace	Digital Input 9 activated by Ground

Insert Kits

Insert Road Race Kit

 A/C
 ABS
 Alarm Reset
 Anti-Lag

Insert Road Race Kit

-  Arrow x 4
-  Brake Spray
-  Boost Decrease
-  Boost Increase
-  Brightness Down
-  Brightness Up
-  Close Menu
-  Cool Suit
-  Cooling Fan
-  Day/Night Mode
-  Drink
-  Flash Hi Beam
-  Fuel Reserve
-  Fuel Reset
-  Full Course Yellow
-  Function Toggle
-  Gearbox Emergency
-  Hazard Flasher
-  Heated Windshield
-  Helmet Fan
-  High Beam
-  Horn
-  Launch
-  Low Beam
-  Map Down
-  Map Up
-  Neutral
-  Open Menu
-  Page Down
-  Page Up
-  PDU Reset
-  Pit Switch
-  Power
-  Power Steering Reset
-  Pump Out
-  Push to Pass
-  Radiator Spray
- Rain Light
- Reset

Insert Road Race Kit

-  Reverse
-  Select
-  Starter
-  Traction Control Down
-  Traction Control Up
-  Wet Mode
-  Windshield Spray
-  Windshield Wiper

Insert Drag Race Kit

-  A/C
-  Alarm Reset
-  Anti-Lag
-  Arrow x 4
-  Boost Decrease
-  Boost Increase
-  Brightness Down
-  Brightness Up
-  Burnout
-  Close Menu
-  Cooling Fan
-  Day/Night Mode
-  Function Toggle
-  Hazard Flasher
-  High Beam
-  Horn
-  Launch
-  Line Lock
-  Low Beam
-  Map Down
-  Map Up
-  Nitrous Arm
-  Nitrous Purge
-  Open Menu
-  Page Down
-  Page Up
-  PDU Reset

Insert Drag Race Kit

	Power
	Pump Out
	Push to Pass
	Reset
	Select
	Starter
	Traction Control Down
	Traction Control Up
	Transmission Brake
	Windshield Spray
	Windshield Wiper

Insert Alpha/Numeric Kit

A	V
B	W
C	X
D	Y
E	Z
F	!
G	-
H	+
I	0
J	1

Insert Alpha/Numeric Kit

K	2
L	3
M	4
N	5
O	6
P	7
Q	8
R	9
S	10
T	11
U	12

Installation Notes

Installation on flat surface recommended

Bolt size #10-32

Tightening Torque 0.7 +/- 0.1 Nm

Ordering Information

CAN Keypad CK-M12

Order number **F 02U V0U 328-02**

Accessories

Insert Road Race Kit

Order number **F 02U B0U 022-01**

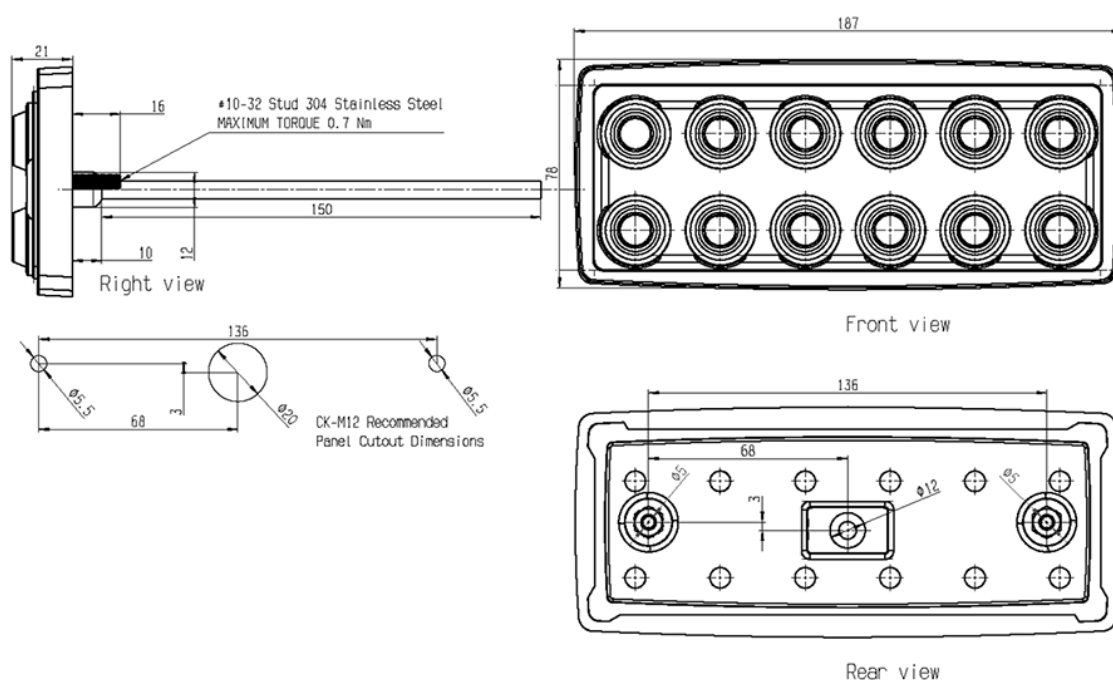
Insert Drag Race Kit

Order number **F 02U B0U 023-01**

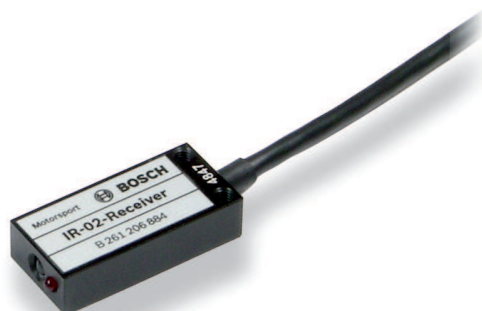
Insert Alpha/Numeric Kit

Order number **F 02U B0U 024-01**

Dimensions



Lap Trigger IR-02 Receiver



3

Features

- ▶ Infrared
- ▶ 39 g
- ▶ 15 m working range
- ▶ Different connectors available

This lap trigger system consists of an infrared transmitter station and a receiver installed in the car. The system allows an exact lap time measurement. Section time measurement for comparison of different car setups is also available if several transmitters are used.

The receiver output signal pin is switched to ground for 20 ms when the car passes the main transmitter. Notice: our old lap trigger IR is not compatible with IR-02. If both lap triggers are used at the same time, the transmitters have to be positioned with a minimum distance of 5 m.

Technical Specifications

Mechanical Data

Size	42 x 20 x 10 mm
Weight	39 g
Aluminum housing	

Electrical Data

Frequency codes	16
Supply voltage	8 to 16 V
Output voltage	5 V
Working range	15 m
Working temperature	-25 to 70°C

Connectors and Wires

Pin 1/A	V+ (Battery voltage)
Pin 2/B	GND
Pin 3/C	Trigger signal

Installation Notes

- Same height between receiver and transmitter
- Visibility connection between receiver and transmitter
- Avoid direct exposure to sunlight

Ordering Information

IR-02 Receiver KPSE 6E8 3AP DN A34

Order number **B 261 206 884-03**

IR-02 Receiver ASL-6-06-05PD-HE

Order number **B 261-206 887-03**

IR-02 Receiver KPTA 6E6-4P-C-DN

Order number **B 261 206 888-01**

Lap Trigger IR-02 Transmitter



Features

- ▶ Infrared
- ▶ 124 g
- ▶ 15 m working range

This lap trigger system consists of an infrared transmitter station and a receiver installed in the car. The system allows an exact lap time measurement. Section time measurement for comparison of different car setups is also available if several transmitters are used.

The receiver output signal pin is switched to ground for 20 ms when the car passes the main transmitter. Notice: our old lap trigger IR is not compatible with IR-02. If both lap triggers are used at the same time, the transmitters have to be positioned with a minimum distance of 5 m.

Technical Specifications

Mechanical Data

Size with diode	90 x 40 x 28 mm
Weight	124 g
Aluminum housing	

Electrical Data

Frequency codes	16 plus 16 offset codes for section times
Supply voltage	8 to 16 V
Working range	15 m
Working temperature	-25 to 70°C

Installation Notes

Same height between receiver and transmitter
Visibility connection between receiver and transmitter
Avoid direct exposure to sunlight

Ordering Information

Lap Trigger IR-02 Transmitter
Order number **B 261 206 890-01**

Overview

3

PowerBox PBX 90



- 120 A continuous current
- 36 outputs, 80 A high side switches
- Ethernet, CAN and LIN communication
- Software-tool integrated
- Easy programming of complex functions

PowerBox PBX 190



- 250 A continuous current
- 52 outputs, 48 V high side switches
- Ethernet, CAN and LIN communication
- Precision current measurement
- Easy programming of complex functions

PowerBox PBX 90

Control of Bosch Motorsport LIN devices included. Support of other devices on request.



Features

- ▶ 120 A continuous current
- ▶ 36 outputs, 80 A high side switches
- ▶ Ethernet, CAN and LIN communication
- ▶ Software-tool integrated
- ▶ Easy programming of complex functions

The PowerBox is an intelligent control and distribution unit for the electric grid in a modern racing car, which is seamlessly integrated into the Bosch Motorsport system architecture. It is capable to replace all conventional relays, fuses and circuit breakers, simplifies wiring harnesses and provides diagnostic capabilities. The integrated PBX-software guarantees an easy programming of complex functions by intuitive handling.

Technical Specifications

Mechanical Data

Size	214 x 159 x 57.5 mm
Weight	830 g
Temp. range (at internal sensors)	-20 to 85°C

Electrical Data

Supply voltage range	5 to 20 V
Current consumption	<1 A
Maximum recommended output current	120 A continuously >180 A peak current (2 s)

Communication

CAN	3
Ethernet	2
LIN	1

Inputs

- 12 analogue inputs (16 bit resolution) switchable pull-up resistors
- 4 digital inputs switchable pull-up/pull-down resistors

Outputs

- 4 high power channels up to 40 A (parallel up to 80 A)
- 4 high power channels up to 25 A
- 22 high power channels up to 15 A
- 6 multi purpose outputs up to 15 A (low side, high side, push-pull, PWM; two output stages can be combined to form an H-bridge)
- 1 sensor supply 5 V with individual ground pin

Software

- Function development and calibration tool
- Bosch Motorsport PBX Suite

Connector X1: 38 way (ABS/ESR) Code 1

Pin	Signal	Cont. [A]	Peak [A]
1	HP_OUT3	40	150
2	OUT22	15	100
3	PWM_OUT6	15	75
4	OUT21	15	100
5	ANA_IN07	0 to 5 V, Pull-up	
6	ANA_IN08	0 to 5 V, Pull-up	
7	PWM_OUT4	15	75
8	CAN_3_H	1 Mbaud max.	
9	SENSGND	GND for AIN[x]	
10	SENSPWR_5V	0.4	
11	PWM_OUT2	15	75
12	PWM_OUT1	15	75
13	HP_OUT4	40	150
14	ANA_IN03	0 to 5 V, Pull-up	
15	ANA_IN04	0 to 5 V, Pull-up	
16	DIG_IN3	0 to 12 V, Pull-up, Pull-down	
17	DIG_IN4	0 to 12 V, Pull-up, Pull-down	
18	ANA_IN09	0 to 5 V, Pull-up	
19	ANA_IN10	0 to 5 V, Pull-up	
20	CAN_3_L	1 Mbaud max.	
21	BAT_GND	15	100
22	BAT_GND	15	100
23	BAT_GND	15	100
24	BAT_GND	15	100
25	HP_OUT7	25	150
26	OUT19	15	100
27	ANA_IN05	0 to 5 V, Pull-up	
28	OUT20	15	100

Connector X1: 38 way (ABS/ESR) Code 1

29	ANA_IN06	0 to 5 V, Pull-up	
30	OUT17	15	100
31	OUT18	15	100
32	ANA_IN11	0 to 5 V, Pull-up	
33	OUT15	15	100
34	OUT16	15	100
35	ANA_IN12	0 to 5 V, Pull-up	
36	PWM_OUT3	15	75
37	PWM_OUT5	15	75
38	HP_OUT8	25	150

Connector X2: 38 way (ABS/ESR) Code 2

Pin	Used for	Cont. [A]	Peak [A]
1	HP_OUT1	40	150
2	OUT14	15	100
3	OUT13	15	100
4	OUT02	15	100
5	OUT01	15	100
6	TIMESTAMP_I NOUT	1 kHz open drain	
7	CAN_2_H	1 Mbaud max.	
8	CAN_1_H	1 Mbaud max.	
9	ETH_1_RXN	10/100 Mbps	
10	ETH_1_TXN	10/100 Mbps	
11	ETH_2_RXN	10/100 Mbps	
12	ETH_2_TXN	10/100 Mbps	
13	HP_OUT2	40	150
14	BAT_GND	15	100
15	ANA_IN01	0 to 5 V, Pull-up	
16	ANA_IN02	0 to 5 V, Pull-up	
17	DIG_IN1	0 to 12 V, Pull-up, Pull-down	
18	DIG_IN2	0 to 12 V, Pull-up, Pull-down	
19	CAN_2_L	1 Mbaud max.	
20	CAN_1_L	1 Mbaud max.	
21	ETH_1_RXP	10/100 Mbps	
22	ETH_1_TXP	10/100 Mbps	
23	ETH_2_RXP	10/100 Mbps	
24	ETH_2_TXP	10/100 Mbps	
25	HP_OUT5	25	150
26	OUT11	15	100

Connector X2: 38 way (ABS/ESR) Code 2

27	OUT09	15	100
28	OUT12	15	100
29	OUT10	15	100
30	OUT07	15	100
31	OUT08	15	100
32	LIN	Control of Bosch Motorsport LIN devices included. Support of other devices on request.	
33	OUT05	15	100
34	SHIELD_GND	shield	
35	OUT06	15	100
36	OUT03	15	100
37	OUT04	15	100
38	HP_OUT6	25	150

Connector X3: Amphenol Radsok Automotive Pinlock Connector 8 mm (35 mm², 50 mm²)

Pin	Used for	Cont. [A]	Peak [A]
1	BATT_POS	120	180

Installation Notes

Inspection services recommended after 220 h or 2 years, no components to replace.

Ordering Information

PowerBox PBX 90

Order number **F 02U V01 794-05**

CAN Keypad CK-M12

Order number **F 02U V0U 328-02**

Accessories**Mating Connector X1**

Order number **F 02U B00 760-01**

Mating Connector X2

Order number **F 02U B00 761-01**

Mating Connector X3

Order number **F 02U 003 574-01**

Power Cable 16 mm²

L: 2,000 mm

Order number **F 02U V02 047-01**

Power Cable 35 mm²

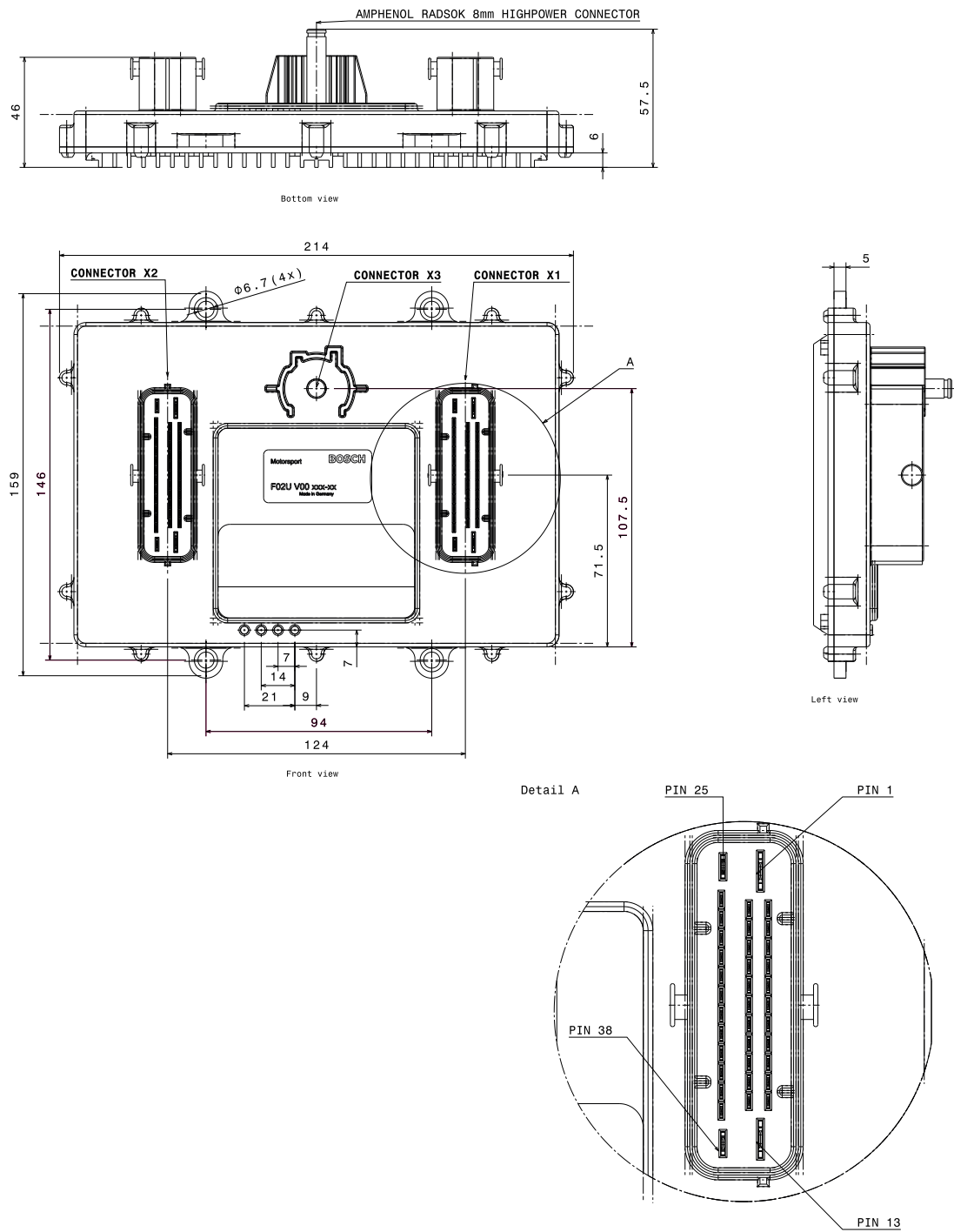
L: 2,000 mm

Order number **F 02U V02 048-01**

Breakout Box BOB PBX 90

Order number **F 02U V02 292-01**

Dimensions



PowerBox PBX 190

3



Features

- ▶ 250 A continuous current
- ▶ 52 outputs, 48 V high side switches
- ▶ Ethernet, CAN and LIN communication
- ▶ Precision current measurement
- ▶ Easy programming of complex functions

The PowerBox is an intelligent control and distribution unit for the electric grid in a modern racing car, which is seamlessly integrated into the Bosch Motorsport system architecture. It is capable to replace all conventional relays, fuses and circuit breakers, simplifies wiring harnesses and provides diagnostic capabilities. The integrated PBX-software guarantees an easy programming of complex functions by intuitive handling.

Technical Specifications

Mechanical Data

Size	245 x 183 x 37 mm
Weight	1,270 g
Protection Classification	IP67
Internal G-sensors	
Temp. range (at internal sensors)	-20 to 85°C

Electrical Data

Supply voltage range	5 to 16 V
Current consumption	<1 A continuously
Maximum recommended output current	250 A continuously; >310 A peak current (2 s)

Communication

CAN	3
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Ethernet	2
LIN	1 Control of Bosch Motorsport LIN devices included. Support of other devices on request.
Real time ethernet Sercos (optional)	2

Inputs

18 analogue inputs (16 bit resolution) switchable pull-up resistors
10 digital inputs switchable pull-up/pull-down resistors

Outputs

4 high power channels up to 40 A (parallel up to 80 A)
10 high power channels up to 25 A
26 high power channels up to 15 A
4 high side channels up to 25 A, up to 48 V
8 multi-purpose outputs up to 15 A (low side, high side, push-pull, PWM; two output stages can be combined to form an H-bridge)
2 sensor supplies 5 V with individual ground pin

Software

Function development and calibration tool Bosch Motorsport PBX Suite

Pin Configuration

Connector X1: 37 Pins / 8STA6-24-37SA

Pin	Signal	Cont. [A]	Peak [A]
A	HS_15A X1_A	15	100
B	HS_15A X1_B	15	100
C	HS_15A X1_C	15	100
D	HS_15A X1_D	15	100
E	HS_15A X1_E	15	100
F	HS_15A X1_F	15	100
G	HS_15A X1_G	15	100
H	HS_15A X1_H	15	100
J	HS_15A X1_J	15	100
K	HS_15A X1_K	15	100
L	HS_15A X1_L	15	100
M	HS_15A X1_M	15	100
N	HS_15A X1_N	15	100
P	PWM_15A X1_P	15	60
R	PWM_15A X1_R	15	60
S	PWM_15A X1_S	15	60
T	PWM_15A X1_T	15	60
U	HS_15A X1_U	15	100
V	HS_15A X1_V	15	100
W	HS_15A X1_W	15	100
X	HS_15A X1_X	15	100
Y	HS_15A X1_Y	15	100

Connector X1: 37 Pins / 8STA6-24-37SA

Z	HS_15A X1_Z	15	100
a	HS_15A X1_a 1	15	100
b	HS_15A X1_b 1	15	100
c	PWM_15A X1_c 1	15	60
d	PWM_15A X1_d 1	15	60
e	PWM_15A X1_e 1	15	60
f	PWM_15A X1_f 1	15	60
g	HS_15A X1_g 1	15	100
h	HS_15A X1_h 1	15	100
k	HS_15A X1_k 1	15	100
m	HS_15A X1_m 1	15	100
n	HS_15A X1_n 1	15	100
p	Power KL31	15	-
q	Power KL31	15	-
r	Power KL31	15	-

Connector X2: 1 Pin / 8STA6-12-01BN261

Pin	Signal	Cont. [A]	Peak [A]
1	Power Supply 12 V	200	240

Connector X3: 19 Pins / 8STA6-24-19SN

Pin	Signal	Cont. [A]	Peak [A]
A	HS_25A X3_A	25	150
B	HS_25A X3_B	25	150
C	HS_25A X3_C	25	150
D	HS_25A X3_D	25	150
E	HS_25A X3_E	25	150
F	HS_25A X3_F	25	150
G + H	HS_40A X3_G_H	40	150
J + T	HS_40A X3_J_T	40	150
K + U	HS_40A X3_K_U	40	150
L + N	HS_40A X3_L_N	40	150
M	HS_25A X3_M	25	150
P	HS_25A X3_P	25	150
R	HS_25A X3_R	25	150
S	HS_25A X3_S	25	150
V	Power KL31	25	-

Connector X4: 6 Pins / 8STA6-16-06SA

Pin	Signal	Cont. [A]	Peak [A]
A	HS48V_25A X4_A	25	100
B	HS48V_25A X4_B	25	100
C	HS48V_25A X4_C	25	100
D	HS48V_25A X4_D	25	100
E	Supply up to 48 V for X4	25	35
F	Supply up to 48 V for X4	25	35

Connector X5: 66 Pins / 8STA6-18-35SN

Pin	Signal	
1	Analog Input X5_01	0 to 5 V, Pull-up
2	Analog Input X5_02	0 to 5 V, Pull-up
3	Analog Input X5_03	0 to 5 V, Pull-up
4	Analog Input X5_04	0 to 5 V, Pull-up
5	Analog Input X5_05	0 to 5 V, Pull-up
6	Analog Input X5_06	0 to 5 V, Pull-up
7	Analog Input X5_07	0 to 5 V, Pull-up
8	Analog Input X5_08	0 to 5 V, Pull-up
9	CAN 3 Interface Low-Level	Max. 1 Mbaud
10	Analog Input X5_10	0 to 5 V, Pull-up
11	Analog Input X5_11	0 to 5 V, Pull-up
12	Analog Input X5_12	0 to 5 V, Pull-up
13	Digital Input X5_13	0 to 12 V, Pull-up, Pull-down
14	Digital Input X5_14	0 to 12 V, Pull-up, Pull-down
15	CAN 3 Interface High-Level	Max. 1 Mbaud
16	LIN	Control of Bosch Motorsport LIN devices included. Support of other devices on request.
17	Analog Input X5_17	0 to 5 V, Pull-up
18	Analog Input X5_18	0 to 5 V, Pull-up
19	DGND-fused	5 A
20	DGND-fused	5 A
21	Digital Input X5_21	0 to 12 V, Pull-up, Pull-down
22	Digital Input X5_22	0 to 12 V, Pull-up, Pull-down
23	SERCOS1 TXP	
24	SERCOS1 TXN	
25	do not connect (use for internal debugging)	
26	do not connect (use for internal debugging)	
27	Analog Input X5_27	0 to 5 V, Pull-up
28	Digital Input X5_28	0 to 12 V, Pull-up, Pull-down
29	Digital Input X5_29	0 to 12 V, Pull-up, Pull-down
30	Analog Input X5_30	0 to 5 V, Pull-up
31	KL31-fused	
32	SERCOS1 RXP	
33	SERCOS1 RXN	
34	do not connect (use for internal debugging)	
35	do not connect (use for internal debugging)	
36	Digital Input X5_36	0 to 12 V, Pull-up, Pull-down

Connector X5: 66 Pins / 8STA6-18-35SN

37	Digital Input X5_37	0 to 12 V, Pull-up, Pull-down
38	Analog_Screen	
39	Analog Input X5_39	0 to 5 V, Pull-up
40	KL31-fused	
41	SERCOS2 RXP	
42	SERCOS2 RXN	
43	Digital Input X5_43	0 to 12 V, Pull-up, Pull-down
44	Digital Input X5_44	0 to 12 V, Pull-up, Pull-down
45	Sensor GND for X5_51	5 A
46	Timesync	
47	COM_Screen	
48	CAN 1 Interface High-Level	Max. 1 Mbaud
49	SERCOS2 TXP	
50	SERCOS2_TXN	
51	Powersupply_5V X5_51	400 mA
52	Sensor GND for X5_58	5 A
53	ETHERNET1 RXN	10/100 Mbps
54	ETHERNET0 RXN	10/100 Mbps
55	CAN 2 Interface Low-Level	Max. 1 Mbaud
56	CAN 1 Interface Low-Level	Max. 1 Mbaud
57	Analog Input X5_57	0 to 5 V, Pull-up
58	Powersupply_5V X5_58	400 mA
59	ETHERNET1 RXP	10/100 Mbps
60	ETHERNET1 TXN	10/100 Mbps
61	ETHERNET0 TXN	10/100 Mbps
62	CAN 2 Interface High-Level	Max. 1 Mbaud

Connector X5: 66 Pins / 8STA6-18-35SN

63	Analog Input X5_63	0 to 5 V, Pull-up
64	ETHERNET1 TXP	10/100 Mbps
65	ETHERNET0 RXP	10/100 Mbps
66	ETHERNET0 TXP	10/100 Mbps

Installation Notes

Inspection services recommended after 220 h or 2 years, no components to replace.

Ordering Information

PowerBox PBX 190

Order number **F 02U V02 626-02**

CAN Keypad CK-M12

Order number **F 02U V0U 328-02**

Accessories**Mating Connector X1**

Order number **F 02U 004 387-01**

Mating Connector X2

Socket 25 mm²

Order number **F 02U B01 044-01**

Mating Connector X2

Socket 35 mm²

Order number **F 02U B01 045-01**

Mating Connector X3

Order number **F 02U 004 386-01**

Mating Connector X4

Order number **F 02U 004 388-01**

Mating Connector X5

Order number **F 02U 000 472-02**

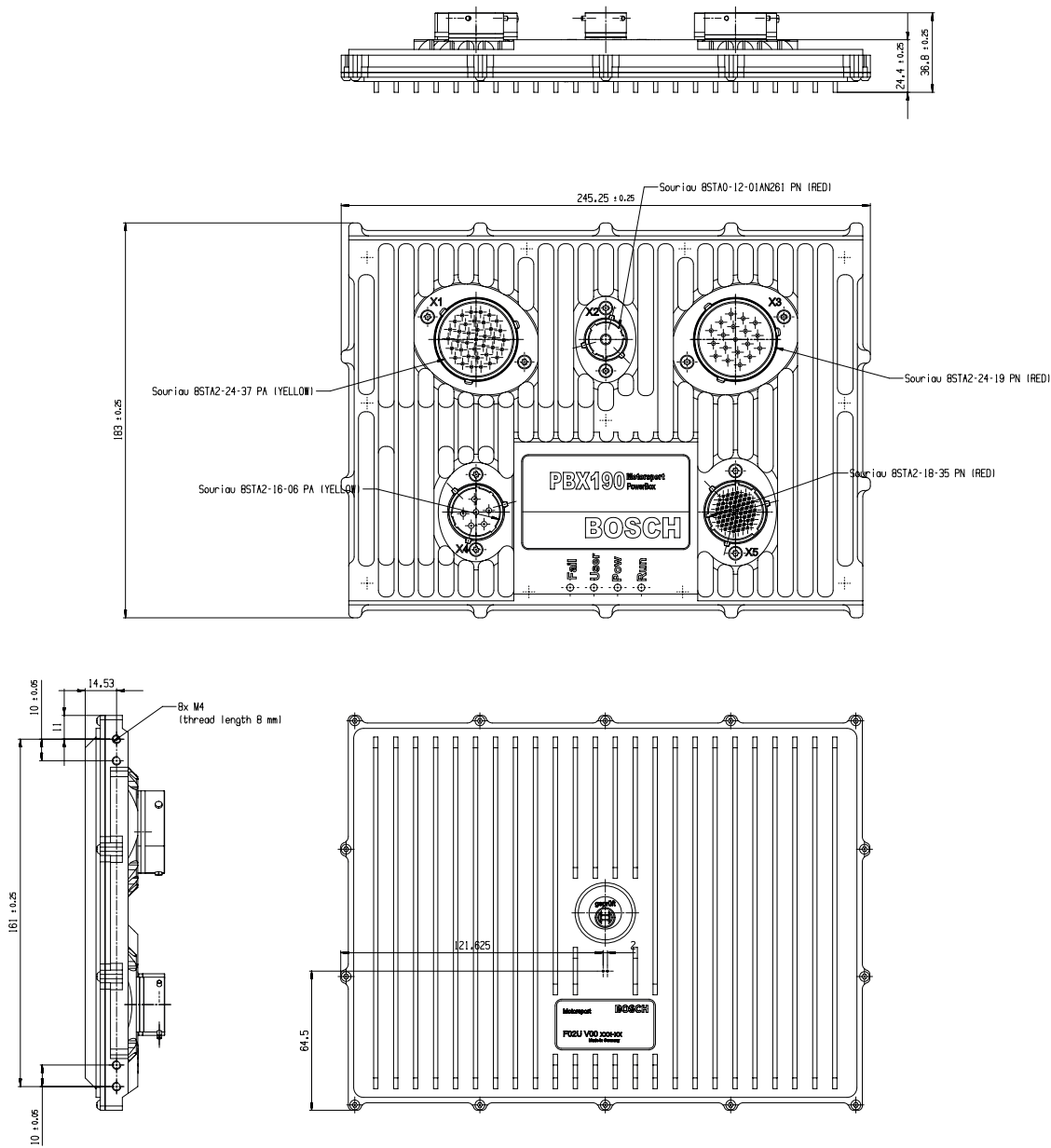
Connector Opening Tool for Shellsize 24

Order number **F 02U V02 434-01**

Breakout Box

Order number **F 02U V02 523-01**

Dimensions



Overview

3

Lambdatronic LT4



- Supply of up to 4 Bosch lambda sensors, type LSU 4.2, LSU 4.9 or Mini-LSU 4.9
- Integrated voltage compensation for sensor heater

Lambdatronic LT4 ADV



- Supply of up to 4 Bosch lambda sensors, type LSU ADV
- Integrated voltage compensation for sensor heater

Modular Sensor Interface M 60



- 30 input channels
- Each channel individually configurable
- Compact dimensions

Modular Sensor Interface MSI 60



- 50 sensor inputs (differential analogue, single ended analogue, LVDT, frequency, RS232)
- High quality signal processing
- Compact dimensions

Wheel Speed Signal Splitter



- ABS Wheel Speed Sensor Interface
- Lightweight Aluminum Housing

Lambdatronic LT4



Features

- Supply of up to 4 Bosch lambda sensors, type LSU 4.2, LSU 4.9 or Mini-LSU 4.9
- Integrated voltage compensation for sensor heater

The Lambdatronic LT4 provides controlled pumping current to supply up to 4 Bosch lambda sensors, type LSU 4.2, LSU 4.9 or Mini-LSU 4.9. The lambda value, the sensor temperature and diagnostics are available via CAN and analog signal.

The LSU contains a Nernst and a pump cell. The lambda in the Nernst cell is controlled to $\lambda = 1.013$ independent of the oxygen contents on the emission side, through a current through the pump cell. The current proportional output voltage of the IC is a measure of the lambda value.

The main feature and benefit of this unit is the combination of the Bosch well known lambda IC and a very compact box size with motorsport specification. Furthermore the analog signal output can be configured freely.

Functions

Application	Lambda 0.75 to 10.12
Compatible Bosch sensor type	LSU 4.2, LSU 4.9, Mini-LSU 4.9
Channels	4
Heater	Internal

Technical Specifications

Mechanical Data

Weight with wire	98 g
Sealing	100 % humidity
Mounting	Velcro
Size w/o wire (w*h*t)	54 x 59 x 13 mm

Operating temp. range (housing)	-20 to 85°C
Storage temp. range	-20 to 85°C
Max. vibration	Vibration Profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Power supply U_s	(6.5) 10 to 14 V
Max power supply (1 min) U_s	Max. 26 V
Thermal dissipation loss	3 W at 14 V
Current I_s	5 A
Current I_s (Heating up)	26 A

Software

Configuration with Modas Sport	Included
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Characteristic

Signal output 1	CAN
Signal output 2	4 x 0 to 5 V "analog"
CAN- baud rate	500 kbaud or 1 Mbaud
Signal resolution	2,5 * 10 ⁻⁴ lambda
Signal sampling rate	100 Hz
CAN refresh rate	100 Hz

Connectors and Wires

Connector	AS 6-14-35PN
Connector loom	F 02U 000 365-01
AS 1-14-35SN	
Sleeve	Viton
Wire size	26
Wire length L	20 cm

Pin Assignment

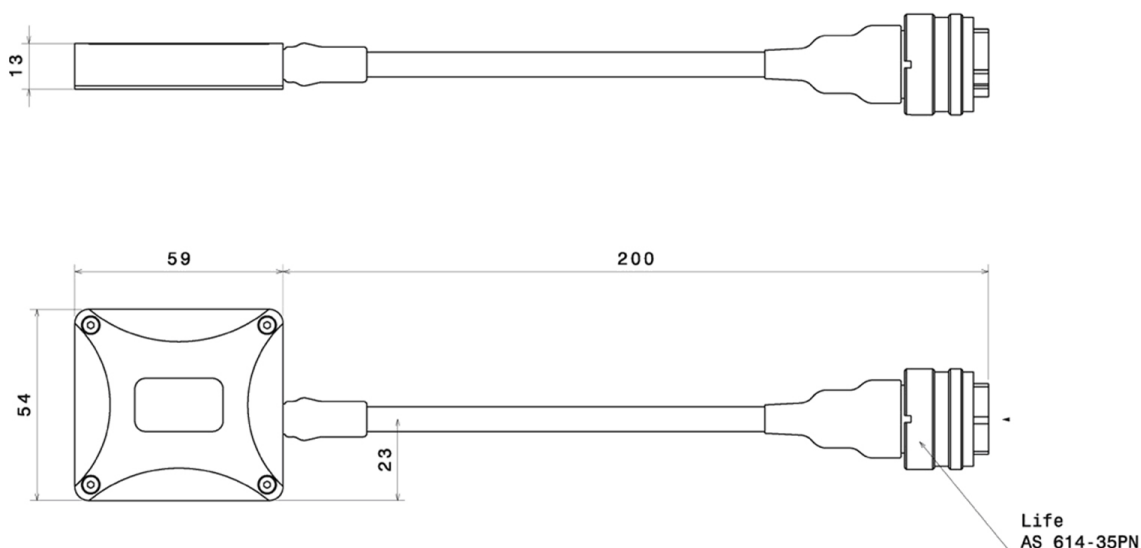
Pin	Function
1	+ 12 V (Battery +)
2	+ 12 V (Battery +)
3	Ground (Battery -)
4	Ground (Battery -)
5	K-Line diagnostic connection
6	CAN1 + (high)
7	CAN1 - (low)
8	Analog out 1
9	Analog out 2
10	Analog out 3
11	Analog out 4
12	Reference GND for analog out
13	Shield
14	Pump current LSU 1 IP1
15	Virtual GND LSU 1 VM1
16	Heater PWM LSU 1 Uh-1

17	Heater (Batt +) LSU 1 Uh+1
18	Setup current LSU 1 IA1
19	Nernst voltage LSU 1 UN1
20	Pump current LSU 2 IP2
21	Virtual GND LSU 2 VM2
22	Heater PWM LSU 2 Uh-2
23	Heater (Batt. +) LSU 2 Uh+2
24	Setup current LSU 2 IA2
25	Nernst voltage LSU 2 UN2
26	Pump current LSU 3 IP3
27	Virtual GND LSU 3 VM3
28	Heater PWM LSU 3 Uh-3
29	Heater (Batt. +) LSU 3 Uh+3
30	Setup current LSU 3 IA3
31	Nernst voltage LSU 3 UN3
32	Pump current LSU 4 IP4
33	Virtual GND LSU 4 VM4
34	Heater PWM LSU 4 Uh-4
35	Heater (Batt. +) LSU 4 Uh+4
36	Setup current LSU 4 IA4
37	Nernst voltage LSU 4 UN4

Installation Notes

Typical lifetime: max. 220 h / 2 years

Dimensions



For application with severe conditions and/or high volume, please contact your Bosch Motorsport counterpart in order to define the most appropriate validation program

The LT4 is designed to supply 4 Bosch lambda sensors, type LSU 4.2, LSU 4.9 or Mini-LSU 4.9

The LT4 is featured with voltage compensation for the heating profile

The unit can be connected to any CAN system (500 kbaud or 1 Mbaud) and analog measuring device.

To avoid signal errors, a cable length of maximum 1.5 m between sensor and box is recommended.

The unit is secure from miss-pinning.

The reference ground (GND_REF) has to be connected either to the measuring device or to the system ground.

A ground offset of 2 V (max.) between GND and GND_REF has not to be exceeded.

See the LT4 function sheet for software documentation (e.g. CAN protocol).

Please find further application hints in the offer drawing at our homepage.

Communication

Communication link K-Line / CAN

Ordering Information

Lambdatronic LT4

Order number **F 01T A20 070-09**

Lambdatronic LT4 ADV



Features

- Supply of up to 4 Bosch lambda sensors, type LSU ADV
- Integrated voltage compensation for sensor heater

The Lambdatronic LT4 ADV is a control module designed to supply and control up to four Bosch LSU ADV. The lambda sensor LSU ADV offers extended features as an improved robustness, a shorter heating time and less influence from the ambient pressure.

The LSU ADV contains a Nernst cell and a pump cell. The lambda value between the Nernst cell and an internal oxygen reference chamber is controlled to lambda 1.013, independent of the oxygen concentration on the emission side. This happens thanks to the pump current throw the pump cell, responsible for the transmission of oxygen atoms in the sensor ceramic. The current proportional output voltage of the IC gets translated in a lambda value. The LT4 ADV provides the sensors temperature and other diagnostics parameters over CAN. The 4 lambda signals can be read by using the CAN or analog output. The main feature and benefit of this unit is its compact design, its light weight construction, as well as the possibility to control up to 4 Lambda Sensors LSU ADV with multiple user-configurable parameters.

Functions

Application	Lambda 0.75 to 5
Compatible Bosch sensor type	LSU ADV
Channels	4
Heater	Internal

Technical Specifications

Mechanical Data

Weight with wire	98 g
Sealing	100 % humidity
Mounting	Velcro
Size w/o wire (w*h)	54 x 59 x 13 mm
Operating temp. range (housing)	-20 to 85°C
Storage temp. range	-20 to 85°C
Max. vibration	Vibration Profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Power supply U_s	(6.5) 10 to 14 V
Max power supply (1 min) U_s	Max. 26 V
Thermal dissipation loss	3 W at 14 V
Current I_s	5 A
Current I_s (Heating up)	26 A

Software

Configuration with Modas Sport	Included
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Characteristic

Signal output 1	CAN
Signal output 2	4 x 0 to 5 V "analog"
CAN- baud rate	500 kbaud or 1 Mbaud
Signal resolution	2,5 * 10 ⁻⁴ lambda
Signal sampling rate	100 Hz
CAN refresh rate	100 Hz

Connectors and Wires

Connector	AS 6-14-35PN
Connector loom	F 02U 000 365-01
AS 1-14-35SN	
Sleeve	Viton
Wire size	26
Wire length L	20 cm

Pin Assignment

Pin	Function
1	+ 12 V (Battery +)
2	+ 12 V (Battery +)
3	Ground (Battery -)
4	Ground (Battery -)
5	K-Line diagnostic connection
6	CAN1 + (high)
7	CAN1 - (low)
8	Analog out 1
9	Analog out 2

10	Analog out 3
11	Analog out 4
12	Reference GND for analog out
13	Shield
14	Pump current LSU 1 IP1
15	Virtual GND LSU 1 VM1
16	Heater PWM LSU 1 Uh-1
17	Heater (Batt +) LSU 1 Uh+1
18	Not connected
19	Nernst voltage LSU 1 UN1
20	Pump current LSU 2 IP2
21	Virtual GND LSU 2 VM2
22	Heater PWM LSU 2 Uh-2
23	Heater (Batt. +) LSU 2 Uh+2
24	Not connected
25	Nernst voltage LSU 2 UN2
26	Pump current LSU 3 IP3
27	Virtual GND LSU 3 VM3
28	Heater PWM LSU 3 Uh-3
29	Heater (Batt +) LSU 3 Uh+3
30	Not connected
31	Nernst voltage LSU 3 UN3
32	Pump current LSU 4 IP4
33	Virtual GND LSU 4 VM4
34	Heater PWM LSU 4 Uh-4
35	Heater (Batt. +) LSU 4 Uh+4

36	Not connected
37	Nernst voltage LSU 4 UN4

Installation Notes

Typical lifetime: max. 220 h / 2 years

For application with severe conditions and/or high volume, please contact your Bosch Motorsport counterpart in order to define the most appropriate validation program

The LT4 ADV is designed to supply 4 Bosch lambda sensors, type LSU ADV

The LT4 ADV is featured with voltage compensation for the heating profile.

The unit can be connected to any CAN system (500 kbaud or 1 Mbaud) and analog measuring device.

To avoid signal errors, a cable length of maximum 1.5 m between sensor and box is recommended.

The unit is secure from miss-pinning.

The reference ground (GND_REF) has to be connected either to the measuring device or to the system ground.

A ground offset of 2 V (max.) between GND and GND_REF has not to be exceeded.

See the LT4 ADV function sheet for software documentation (e.g. CAN protocol).

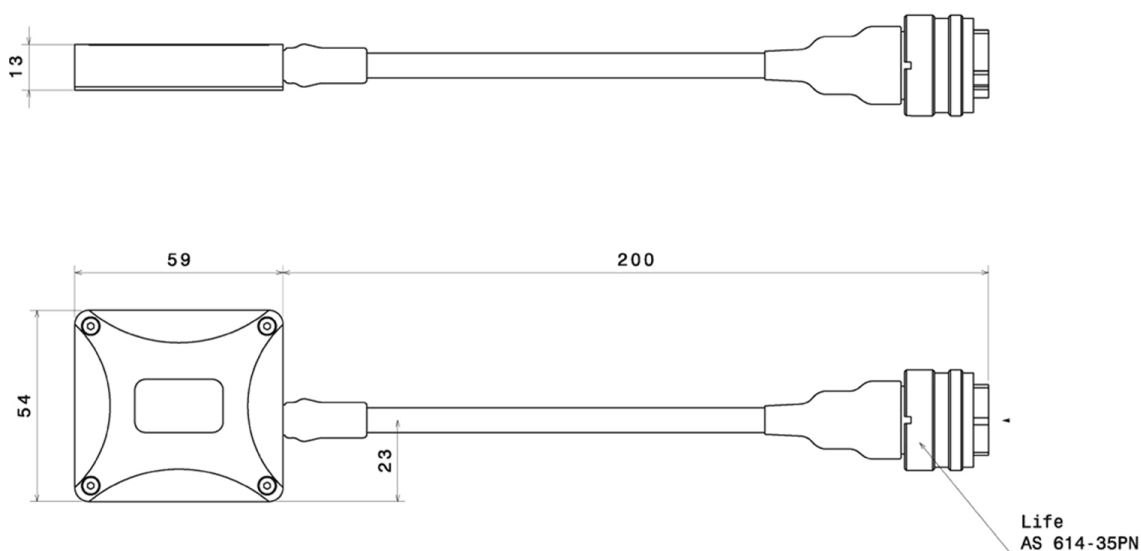
Please find further application hints in the offer drawing at our homepage.

Ordering Information

Lambdatronic LT4 ADV

Order number **F 02U V01 111-04**

Dimensions



Modular Sensor Interface M 60



Features

- ▶ 30 input channels
- ▶ Each channel individually configurable
- ▶ Compact dimensions

The M 60 is a compact and light weight sensor interface unit for analog and digital sensors. Up to eight M 60 can be used to expand the number of input channels of the data logger C 60 as well as the display DDU 9. The M 60 are linked via high-speed Ethernet interface. This allows for synchronized acquisition of data from the different units and the ECU.

The M 60 offers 26 analog inputs, four rotational inputs, four pwm outputs and two independent CAN buses. Each analog input channel features an analog pre-filter, 8 x oversampling and highly linear digital filtering. The cut-off frequency of the digital filter is automatically adjusted to match the acquisition rate. The latency of the digital filters is corrected during recording, yielding zero filter delay in the recorded data.

The evaluation of each M 60 measurement channel is individually configurable with the PC configuration tool RaceCon.

Application

- 8 kHz AD converters with digital low pass filter
- Configurable math channels
- User configurable CAN in/out messages
- Max. 1,000 Hz acquisition rate for all channels
- 3-port network switch
- RS232 GPS input
- CCP-Master, data acquisition from ECU that support CAN calibration protocol (optional)

Technical Specifications

Mechanical Data

Size	105 x 34.5 x 137.5 mm
Weight	495 g
Operating temperature	-20 to 65°C
Max. vibration	Vibration Profile 1 (See Appendix or www.bosch-motorsport.com)

Electrical Data

Supply voltage	8 to 18 V
Max. power consumption (w/o loads)	10 W at 14 V

Inputs

Analog channels	26
Input range	0 to 5 V
Resolution	12 bit
Switchable pull up resistor	3 kOhm
Rotational channels (default Hall, Inductive as option)	4

Outputs

PWM outputs (low side switch 2 A each)	4
Sensor supply 5 V (350 mA each)	4
Sensor supply 10 V (350 mA each)	1
Sensor supply 12 V (1 A, non regulated)	1

Environment

Software Upgrade 1

CCP-Master (ASAP 2 file from ECU manufacturer required)	F 02U V01 012-01
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Connectors and Wires

Motorsport connectors double density	2 x 41 pins
Mating connector I AS-DD 6-12-41SN	F 02U 002 216-01
Mating connector II AS-DD 6-12-41SA	F 02U 004 180-01

Installation Notes

- Internal accumulator for data preservation and clock included
- Inspection services recommended after 220 h or 2 years, internal battery to be replaced during service.
- Charge accumulator for > 6 h after installation.
- Charge accumulator twice per year for > 6 h.
- Send device to Bosch dealer for accumulator change.

The required software (.pst file) for this device is available in the download area of our homepage www.bosch-motorsport.com.

Communication

Configuration via RaceCon over Ethernet or MSA-Box II

CAN interfaces	2
Ethernet 100BaseT	3

Ordering Information

Modular Sensor Interface M 60

Order number **F 02U V00 882-02**

Software Options

SW Upgrade 1

Order number **F 02U V01 012-01**

Modular Sensor Interface MSI 60



Features

- 50 sensor inputs (differential analogue, single ended analogue, LVDT, frequency, RS232)
- High quality signal processing
- Compact dimensions

The MSI 60 is a high quality signal conditioning and data acquisition unit for analogue, digital, frequency and linear variable differential (LVDT) sensors.

MSI 60 offers a large number of freely configurable inputs (32 x differential analogue, 8 x single ended analogue, 8 x LVDT, 2 x frequency, 1 x RS 232 for GPS). Possible applications of the differential inputs include e.g. 31 TC-J type or TC-K type temperature sensors arranged in a sensor array (one diff. input used for compensation), PT100, PT1000 (specific pull up values available), NTC, strain gauges etc. Each differential input features 200 times oversampling.

The cut-off frequency of the digital filters in all inputs is automatically adjusted to match the acquisition rate. MSI 60 also corrects the latency of the digital filters during recording, yielding zero filter delay in the recorded data. Quantization of each MSI measurement channel is individually configurable. Data can be sent via Ethernet interface to any Bosch Motorsport logging device.

Technical Specifications

Mechanical Data

Size	153 x 119 x 38 mm
Weight	645 g
Aluminum housing	
High density type motorsport connectors	

Vibration damped printed circuit boards	
Operating temperature	-20 to 85°C
Max. vibration	15 g sinus at 1,200 Hz for t < 5 h

Electrical Data

Max. power consumption (w/o sensor power supply)	15 W
Required power supply	7 to 18 V
2 frequency inputs 0 to 25.5 kHz for inductive sensor / Hall-effect sensor / DF11 sensor	
32 differential analogue inputs, switchable to single ended operation, -5 V to 5 V or 0 V to 5 V; switchable pull up values 3.01 kOhm and 4.99 kOhm, 49.9 kOhm to suit PT100/PT1000	
8 single ended analogue inputs, 0 V to 5 V; switchable pull up value 3.01 kOhm	
8 LVDT inputs, 2.5 kHz/5 kHz/10 kHz; 3 V/5 V/10 V RMS	
4 PWM outputs, max. 1 A each, max. 1 kHz	
2 x 5 V or 10 V switchable sensor power supply, max. 200 mA each	
2 x 5 V sensor power supply, max. 400 mA each	
1 x sensor power supply, max. 800 mA voltage = (MSI 60 supply voltage) - 1.1 V; switched U _{Batt}	
RS 232 interface for GPS (data reception only)	
3 x Ethernet 100 MBit/s	
2 x freely configurable up to 1 MBit CAN Bus	

Environment

Software Upgrade 1

CCP-Master (ASAP 2 file from ECU manufacturer required)	F 02U V01 012-01
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Connectors and Wires

Connector 1: LIFE (red) X1

ECU: AS-2-12-35PN

Harness: AS 6-12-35SN; max. AWG22	F 02U 000 443-01
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Connector 2: SENSOR 1 (yellow) X2

ECU: ASDD-2-14-64PA

Harness: ASDD 6-14-64SA; max. AWG24	F 02U 003 098-01
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Connector 3: SENSOR 2 (red) X3

ECU: ASDD-2-14-64PN

Harness: ASDD 6-14-64SN; max. AWG24	F 02U 000 854-01
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Ordering Information

Modular Sensor Interface MSI 60

Order number **F 02U V01 901-01**

Software Options

SW Upgrade 1

Order number **F 02U V01 012-01**

Wheel Speed Signal Splitter

3



Features

- ABS Wheel Speed Sensor Interface
- Lightweight Aluminum Housing

Bosch Motorsport has developed a wheel speed module that converts the Bosch DF11 (differential dual hall sensors) signals to a signal that can be processed by peripheral engine controlling devices and data recording systems. The adapter can be plugged into any Bosch ABS M4 loom.

The operation principle is that it forwards the sensor information to the ABS. In addition it converts the speed info into a digital signal. The type of output is open collector. The connected device needs to contain an internal pull up resistor of 2.15 kOhm to 12 V.

The interface is available in two different housings supporting one connector or two connectors (see photo). The single connector type is used if the signal is fed back into an especially pre-defined ABS loom which connects e.g. to the original chassis loom. The double connector type is used if the speed signal is broadcast to the peripheral device via a separate loom.

The wheel speed signal splitter is designed to be used in combination with the Bosch Motorsport ABS system. Due to safety reasons it is not designed for usage in combination with other ABS systems.

Application

Application	ABS wheel speed sensor interface
Compatible sensor type	Bosch DF 11
Operating temperature range	-20 to 85°C
Storage temperature range	-20 to 85°C

Technical Specifications

Mechanical Data

Weight	53 g
Size (Single connector type)	101.8 x 63.5 x 30.3 mm
Size (Double connector type)	112.1 x 63.5 x 30.3 mm
Max. vibration	Vibration profile 1 (see Appendix or www.bosch-motorsport.com)

Electrical Data

Power supply	12 V
Max. power supply (1 min)	25 V

Connector for Single Connector Type

Connector 1 (wide)	AS-012-35-PN
Mating connector AS-6-12-35-SN	F 02U 000 443-01

Connectors for Double Connector Type

Connector 1 (wide)	AS-2-12-35-PN
Mating connector AS-6-12-35-SN	F 02U 000 443-01
Connector 2 (small)	AS-2-08-35-PN
Mating connector AS-6-08-35-SN	F 02U 000 430-01

Pinout Connector 1 (wide)

Pin	Description for one connector	Description for two connectors
1	Supply to DF11 (RR)	Supply to DF11 (RR)
2	Signal from DF11 (RR)	Signal from DF11 (RR)
3	Supply to DF11 (RL)	Supply to DF11 (RL)
4	Signal from DF11 (RL)	Signal from DF11 (RL)
5	Supply to DF11 (FR)	Supply to DF11 (FR)
6	Signal from DF11 (FR)	Signal from DF11 (FR)
7	Supply to DF11 (FL)	Supply to DF11 (FL)
8	Signal from DF11 (FL)	Signal from DF11 (FL)
9	Signal to ABS (FL)	Signal to ABS (FL)
10	DF11 supply from ABS (FL)	DF11 supply from ABS (FL)
11	Signal to ABS (FR)	Signal to ABS (FR)
12	DF11 supply from ABS (FR)	DF11 supply from ABS (FR)
13	Signal to ABS (RL)	Signal to ABS (RL)
14	DF11 supply from ABS (RL)	DF11 supply from ABS (RL)
15	Signal to ABS (RR)	Signal to ABS (RR)
16	DF11 supply from ABS (RR)	DF11 supply from ABS (RR)
17	Open collector Signal to ECU (FL)	Not used

18	Open collector Signal to ECU (FR)	Not used
19	UBat 12V	UBat 12V
20	Open collector Signal to ECU (RL)	Not used
21	Open collector Signal to ECU (RR)	Not used
22	ECU Ground	Not used

Pinout Connector 2 (small)

Pin	Description for one con- nector	Description for two con- nectors
1	n.a.	Open collector Signal to ECU (FL)

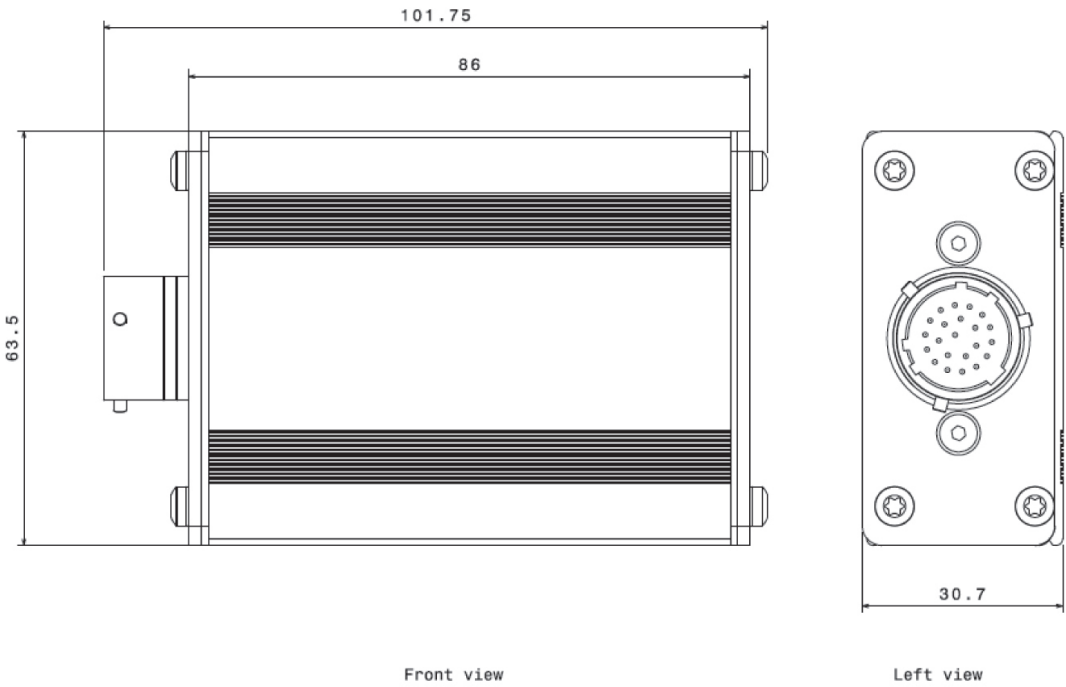
2	n.a.	Open collector Signal to ECU (FR)
3	n.a.	Open collector Signal to ECU (RL)
4	n.a.	Open collector Signal to ECU (RR)
5	n.a.	Not used
6	n.a.	ECU Ground

Ordering Information

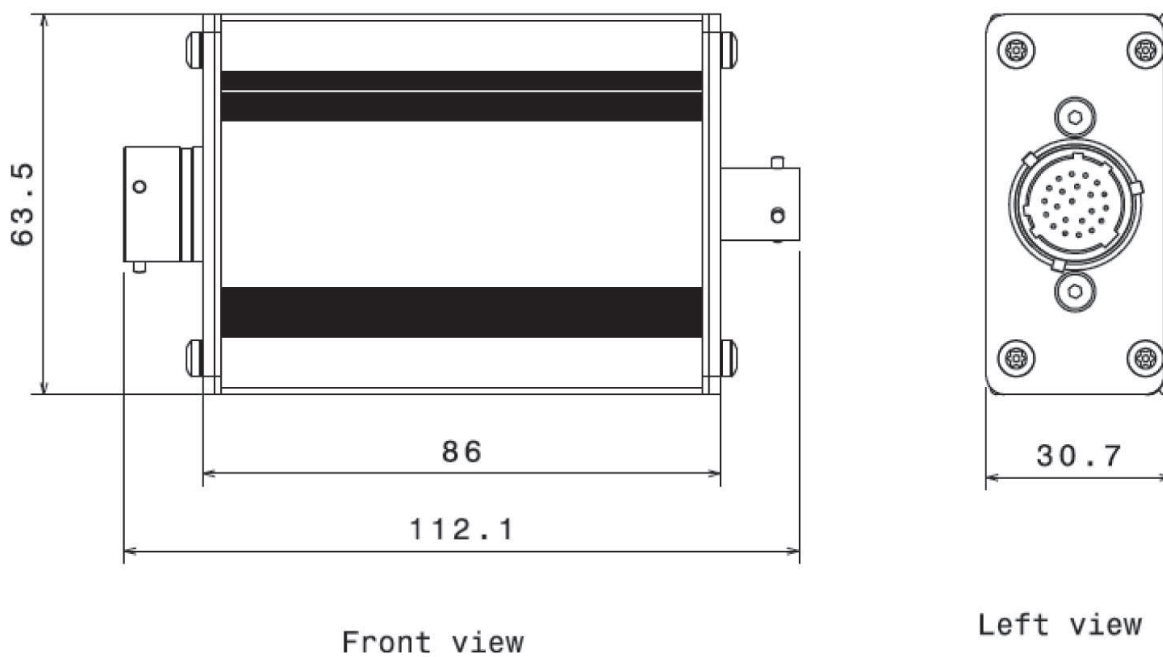
Single Connector Type
Order number F 02U V00 335-03

Double Connector Type
Order number F 02U V00 203-03

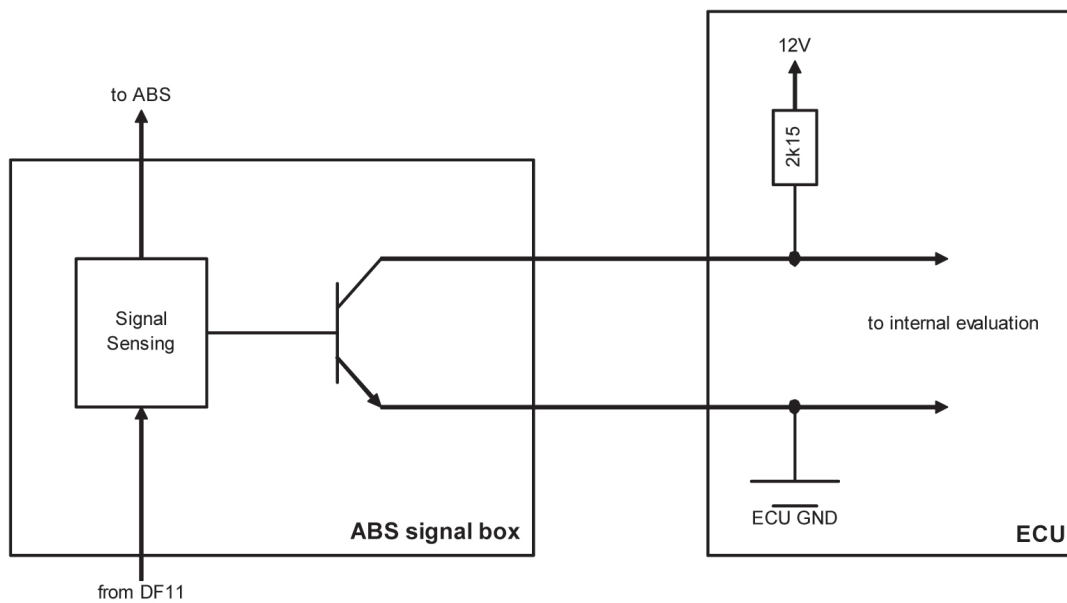
Dimensions



Single Connector Type Housing



Double Connector Type Housing



Connection Scheme

μLC Test System



Features

- ▶ User-friendly interface
- ▶ Customer defined features feasible
- ▶ Prepared for test automation
- ▶ Favorable test setup, consuming low space
- ▶ Simulation of typical automotive interfaces combined in one unit

The new and modern hardware-in-the-loop test system μLC Test System is suitable for mobile application, measuring a compact 17 x 11 x 6 cm. Initial test setup typically takes under ten minutes, since the system allows for a simple test setup.

It is a compact open-loop test system for quality assurance of control unit development and combines the simulation of all typical automotive sensors and communication protocols in one unit. Its interface is user-friendly and enables an easy operation and evaluation.

The μLC Test System is especially used for automotive control units with typical interfaces for sensors and bus systems such as analogue/digital inputs and outputs, PWM signals, SENT, CAN, LIN and speed sensors.

Functions

Engine Speed Simulation

- Up to 20,000 rpm
- Supported sensors: Hall, inductive, DG23i, TL4953
- Up to 2 cranks, up to 4 camshafts
 - each is independently configurable
 - auxiliary shaft
 - -180 to 180° camshaft adjustment
- Oscilloscope trigger signal for easier monitoring
- Error simulation for engine position management EPM

Vehicle Busses

- 2 * CAN, up to 1 MBit/s, switchable 120 Ohm CAN bus terminator
- LIN Master/Slave
- SENT, full J2716 Jan. 2012 standard
4 Outputs, alternative to PWM output

Analogue Interfaces

- 8 * 10 bit DAC 0 to 5 V, max. 5 mA
Internal or external supply
- 4 * 12 bit DAC 0 to 5 V, max. 5 mA
- 6 * 12 bit ADC 0 to 40 V, GND reference

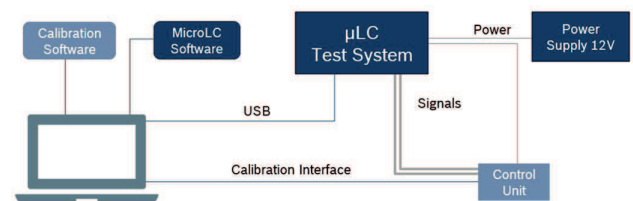
Digital Interfaces

- 6 * Digital Out, max. 200 mA in total
Output modes: Ground, 12 V, High impedance
- 2 * Relays, max. 10 A, separate ECU power supply possible and incl. main relay sensing
- 2 * PWM input, 1 Hz to 20 kHz
- 4 * PWM output, max. 90 mA in total,
0.1 Hz to 20 kHz
Output voltages: 12 V, 5 V, GND
- Complex PWM with sub signals, each separately adjustable in frequency, duty cycle and pulse count

Additional Features

- Throttle body simulation
- Cylinder pressure simulation
 - Up to 8 cylinders with one device
 - Expandable with multiple devices
- USB connection completely galvanic decoupled
- All in- and outputs short-circuit protected and ESD protected
- EMC tested
- Expansion boards for additional HW features
- Multi device support with sync option for engine speed signals

Test Setup



Note: Calculation intensive modules like cylinder pressure simulation can cause a limitation of e.g. the max. engine speed.

Technical Specifications

Operating voltage	12 V DC
Current consumption	typ. < 1 A
ECU voltage	12 V / 24 V DC
ECU current	10 A
Permissible operation temperature	0°C to 40°C
Housing material	Aluminum
Dimensions	175 mm x 107 mm x 61 mm
Weight	690 g



The screenshot shows the MicroLC Software with analog outputs, crank-/ camshaft, RPM and complex PWM.

Ordering Information

μLC Test System

Order number **F 02U V02 303-02**

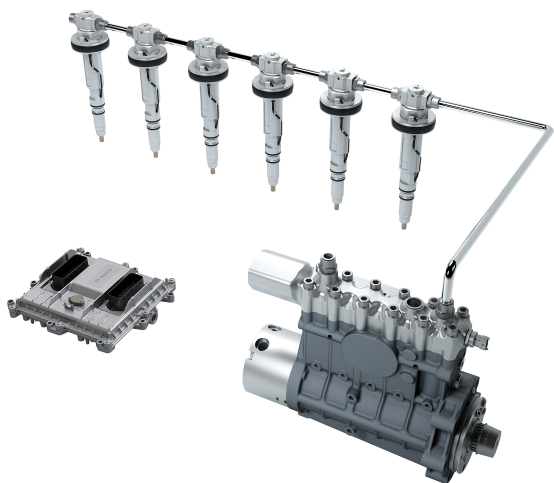
Fuel & Spark

4

Diesel System Components	102
Injection Valves	103
Fuel Pumps	111
Fuel Pressure Regulators	122
Ignition Coils	129
Ignition Modules	161

Diesel System Components

4



Features

- Modification of Common Rail systems
- Different modification levels available
- All hydraulic parts available

The geometry and characteristics of Diesel engine components are more dependent upon the application than those for gasoline engines. A single injector design will not fit all Diesel engines due to varying mechanical and nozzle geometry requirements. In addition, the injection system can vary from year to year even within the same make of car.

Bosch Motorsport uses the same Common Rail technology for racing that was developed for production vehicle applications. This includes both solenoid (magnetic) technology and the latest cutting-edge piezo technology.

Bosch Motorsport can offer a wide variety of modifications to fit the system to your specifications. These modifications include:

- Definition of suitable base components from other (or larger) engine applications.
- Adaptation of components for mating, fit and orientation to suit the selected application.
- Flow enhancement of injectors and rails.
- Injector nozzle adaptation (flow rate, number of holes, spray cone angle etc.).

Technical Specifications

Common Rail Pumps	CP1H, CP3, CP4	
Rails		Max. 6 cyl./bank
Pressure Sensors	RDS	Max. 2,400 bar
Injectors	CRI 2 (Solenoid), CRI 3 (Piezo)	
Pressure Control Valves	DRV	Max. 2,400 bar

Installation Notes

When contacting us for more information on our Diesel components, please have the following information ready so that we may best determine components required for your application:

- The base engine / the car where this engine originally is installed
- Model year and type of car / engine
- The base output level and the desired output level for the engine
- If it is originally equipped with Bosch components: the part numbers of the Bosch components
- Alternatively the car / engine manufacturer part number of the original injection system.

Dimensions



Common Rail Pumps



Rails



Pressure Sensors



Injectors



Pressure Control Valves

Overview

Injection Valve EV 14



- Flow rate at 3 bar: up to 1,000 g/min (n-heptane)
- Max. 8 bar
- Conical spray or 2-spray
- With or without extension
- Spray angle 15 to 85°

HP Injection Valve HDEV 5.2



- Flow rate at 100 bar: up to 1,640 g/min (n-heptane)
- Max. 500 bar
- Multi hole
- Spray angle 8 to 20°

Injection Valve EV 14

4



Features

- ▶ Flow rate at 3 bar: up to 1,000 g/min (n-heptane)
- ▶ Max. 8 bar
- ▶ Conical spray or 2-spray
- ▶ With or without extension
- ▶ Spray angle 15 to 85°

EV 14 injection valves are the latest revision of the EV 6 injection valve technology. EV 14 xT are the latest revision of the EV 12.

EV 14 is designed for a wide range of flow rates and spray patterns. Compact size and three standard versions simplify mounting in a variety of applications.

Technical Specifications

Mechanical Data

System pressure	Max. 5 bar (8 bar for motorsport use)
Weight	≤ 30 g
Installation lengths	33.6, 48.65 or 60.65 mm
Fuel input	Top-feed injector
Operating temperature	-40 to 110°C
Permissible fuel temperatures	≤ 70°C
Climate-proof corresponding to saline fog test DIN 50 021	
Housing design	Compact (K), Standard (S), Long (L)
Spray type	C (Conical Spray) or E (2-Spray)
Flow rate at 3 bar (n-heptane)	151 to 1,462 cm ³ /min 103.5 to 1,000 g/min
Spray angle α	15 to 85°

Bent angle γ	0 to 15°
Coil resistance	See variations
Fuel compatibility	E85 / M100 (After Methanol-operating, the valves must be flushed with standard gasoline-fuel.) Use with different media is not permitted.

Electrical Data

Power supply	6 to 16.5 V
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Connectors and Wires

Connectors	Jetronic, Sumitomo, Motorsport connectors
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Installation Notes

Please ask for more information before ordering.

Ordering Information

EV 14 CL, 103.5 g/min n-heptane

Order number **0 280 158 110**

EV 14 ES, 116 g/min n-heptane

Order number **0 280 158 200**

EV 14 CL, 150 g/min n-heptane

Order number **0 280 158 107**

EV 14 ES, 150 g/min n-heptane

Order number **0 280 158 013**

EV 14 CKxT, 237 g/min n-heptane

Order number **0 280 158 038**

EV 14 EL, 237 g/min n-heptane

Order number **0 280 158 116**

EV 14 CS, 387 g/min n-heptane

Order number **B 280 436 038-09**

EV 14 CS, 387 g/min n-heptane

Order number **B 280 436 038-10**

EV 14 ESxT, 429 g/min n-heptane

Order number **0 280 158 123**

EV 14 CS, 503 g/min n-heptane

Order number **B 280 436 038-08**

EV 14 CS, 503 g/min n-heptane

Order number **B 280 436 038-07**

EV 14 CKxT, 670 g/min n-heptane

Order number **0 280 158 040**

EV 14 CS, 670 g/min n-heptane

Order number **B 280 436 487-01**

EV 14 ES, 697 g/min n-heptane

Order number **B 280 436 469-01**

EV14 K, 1,000 g/min n-heptane

Order number **0 280 158 333**

Accessories

Clip for locking bush of plastic

Order number **2 431 314 021**

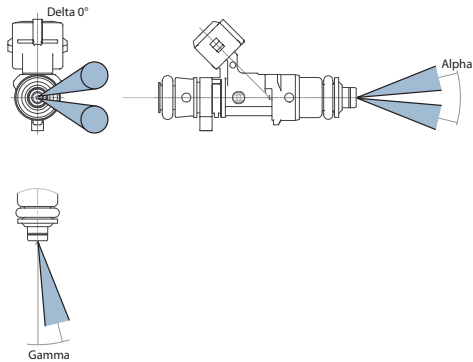
Clip for locking bush of steel

Order number **2 431 314 018**

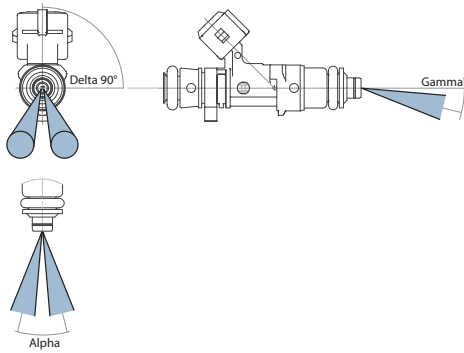
Dimensions

4

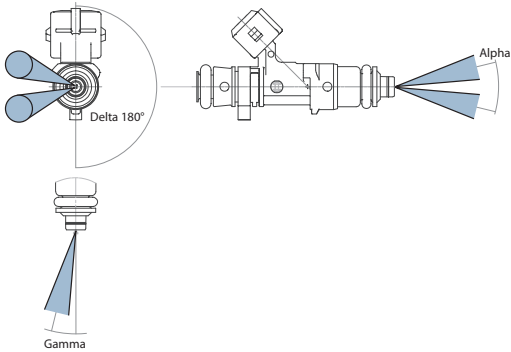
Spray bent to the „right“, Delta=0°



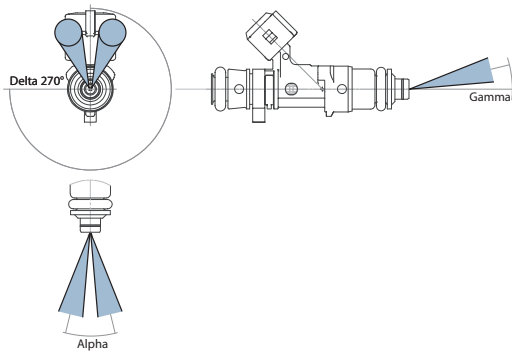
Spray bent „down“ (away from electr. connector), Delta=90°



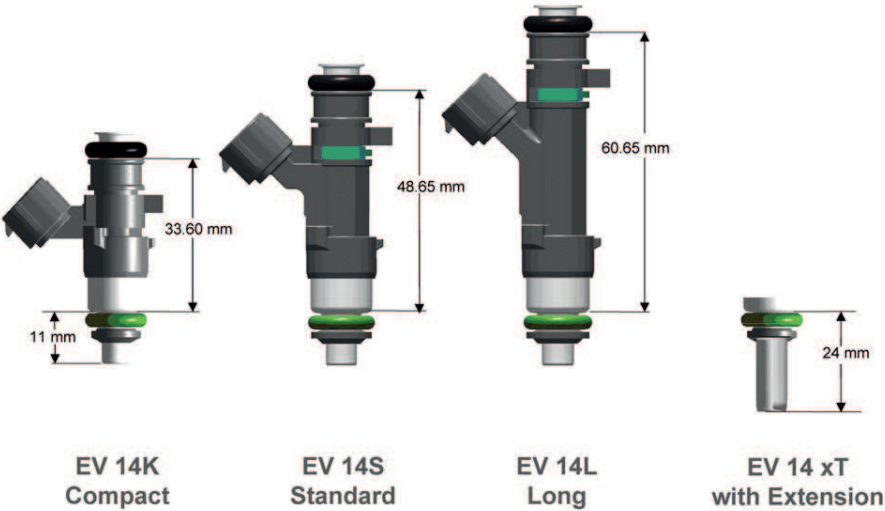
Spray bent to the „left“, Delta=180°



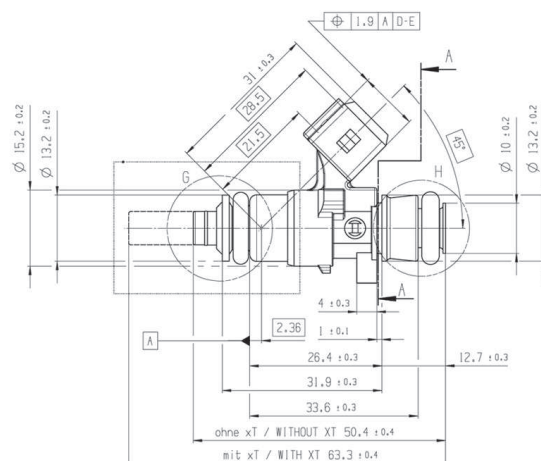
Spray bent „up“ (towards electr. connector), Delta=270°



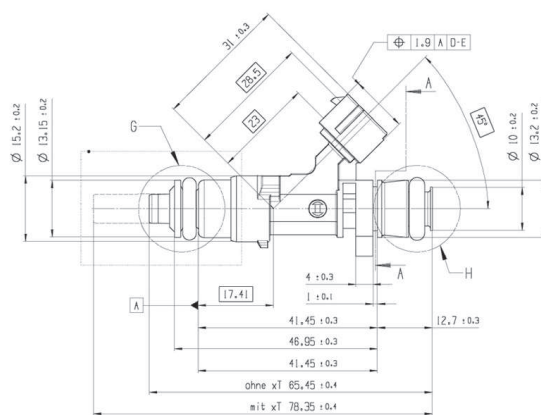
Delta Angel



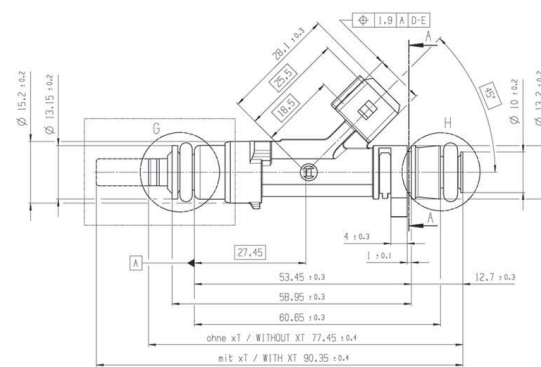
Housing Variations



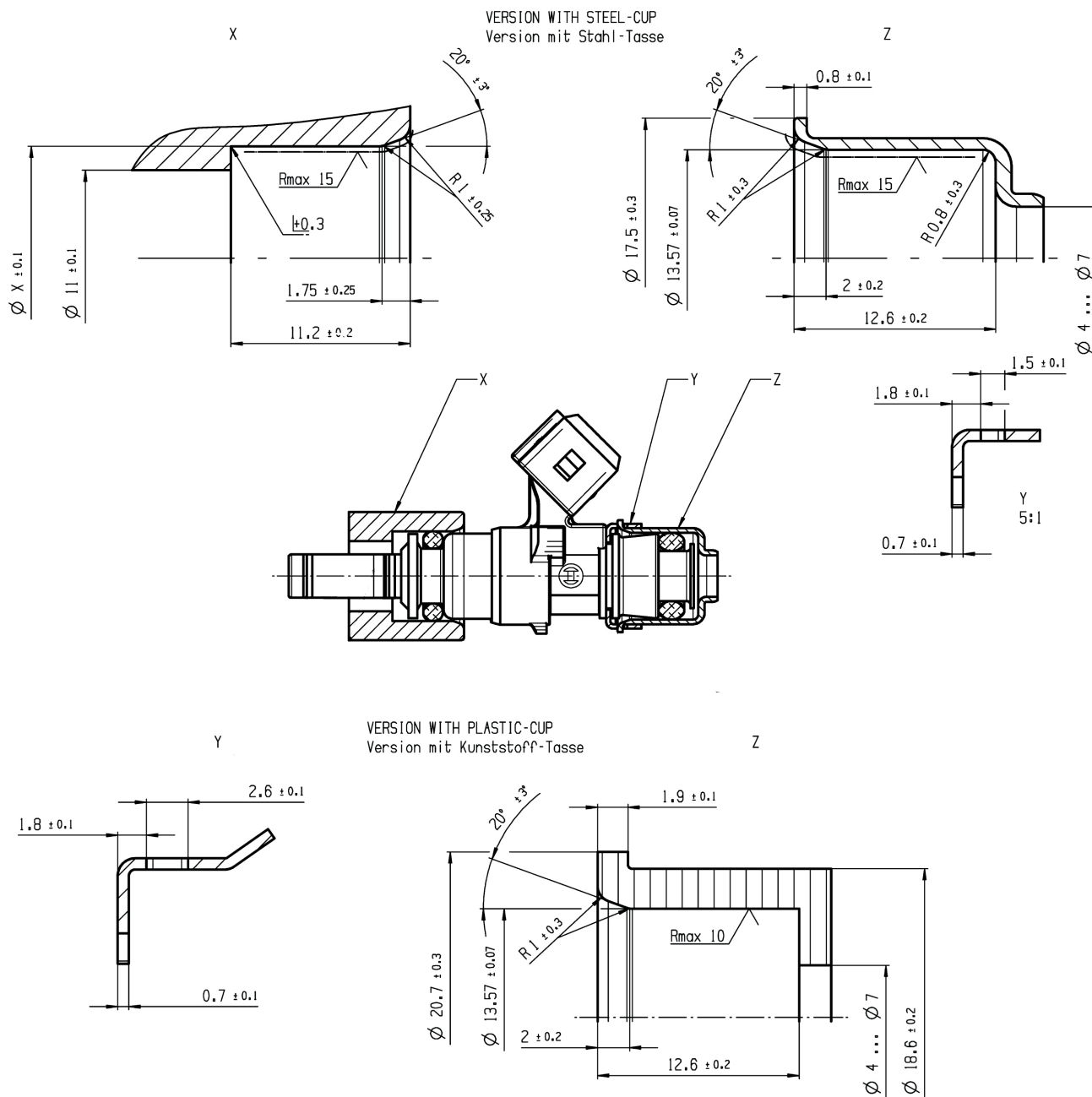
EV 14 Compact



EV 14 Standard



EV 14 Long



Mounting Instructions

Variations of Motorsport Valves

Part No.	B 280 436 038-07	B 280 436 038-08	B 280 436 038-09	B 280 436 038-10	B 280 436 487-01
Flow rate/min	503 g/736 cm ³	503 g/736 cm ³	387 g/566 cm ³	387 g/566 cm ³	670 g/980 cm ³
Type	C	C	C	C	C
Housing	S	S	S	S	S
α	70°	25°	70°	25°	30°
γ	0°	0°	0°	0°	0°
δ	-	-	-	-	0°
Resistance	12 Ohm	12 Ohm	12 Ohm	12 Ohm	12 Ohm

Variations of Production Type Valves

Part No.	0 280 158 110	0 280 158 200	0 280 158 107	0 280 158 013	0 280 158 038
Flow rate/min	116 g/170 cm ³	116 g/170 cm ³	150 g/219 cm ³	150 g/219 cm ³	237 g/347 cm ³
Type	C	E	C	E	C
Housing	L	S	L	S	KxT
α	15°	15°	20°	19°	20°
γ	0°	90°	0°	0°	0°
δ	0°	0°	0°	90°	0°
Resistance	12 Ohm	12 Ohm	12 Ohm	12 Ohm	12 Ohm

Part No.	0 280 158 116	0 280 158 123	0 280 158 040
Flow rate/min	237 g/347 cm ³	429 g/627 cm ³	670 g/980 cm ³
Type	E	E	C
Housing	L	SxT	KxT
α	22°	25°	30°
γ	5°	0°	0°
δ	90°	90°	0°
Resistance	12 Ohm	12 Ohm	12 Ohm

Further variations are available on request.

HP Injection Valve HDEV 5.2



Features

- ▶ Flow rate at 100 bar: up to 1,640 g/min (n-heptane)
- ▶ Max. 500 bar
- ▶ Multi hole
- ▶ Spray angle 8 to 20°

The HDEV 5.2 is a high pressure injector, which is developed to be used as a port or a direct injector. The function of the HDEV 5.2 is both to meter out the fuel and to obtain a well-defined mixture of fuel and air. It is an inward opening solenoid injector which is optimized regarding very short opening and closing times which ensures a very stable linearity at short injection times.

The benefit of this injector is a high spray variability concerning spray angle and spray shape. Also the flow rate can be defined in a big range. Bosch offers the spray targeting design according to the individual customer requirements. If your application conditions will not match the listed performance data, please ask for consultancy at Bosch Motorsport. In addition to the specific designed sample, Bosch offers cost effective production HDEV 5.2 on request.

Application

Application at 100 bar (typical)	308 to 1,640 g/min
Fuel input	Top-feed injector
Fuel	Gasoline
Operating pressure	Up to 500 bar
Operating temperature range	-31 to 130°C

Storage temperature range	-40 to 70°C
Max. vibration	600 m/s ²

Technical Specifications

Mechanical Data

Weight w/o wire	68 g
Diameter	20.7 mm
Length	87 mm
Flow rate at 100 bar (n-heptane)	up to 1,640 g/min
Number of holes	4 to 7 holes (typical)
Spray type	Multi hole
Spray angle overall	110° (typical)
Spray angle single beam	8 to 20°
Static flow tolerance	±4 %
Dynamic flow tolerance	±6 % at $t_i = 1.5$ ms
Leakage	≤2.5 mm ³ /min at 23°C

Electrical Data

Booster supply	65 V
Booster current	13.4 A
Booster time	480 μs
Power supply	12 V
Pick up current	9.4 A
Pick up time	704 μs
Hold power supply	12 V
Hold current	3.7 A hysteresis 0.8 A
Coil resistance	1,500 mOhm (ambient temp.)

Connectors and Wires

Mating connector Compact	D 261 205 359-01
Connector Jetronic (wire)	D 261 205 288-01
Connector motorsport (wire)	On request
Pin 1	Pos
Pin 2	Gnd

Installation Notes

The injector has to be supplied by a Bosch Motorsport Power Stage Unit (e.g. HPI 5 or HPI 1.16).

Listed electrical values may vary according to the application.

The injector can be cleaned (mechanically or chemically), if the tip will not be damaged.

Do not use supersonic cleaning.

Ordering Information

HP Injection Valve HDEV 5.2
Order number **on request**

The figure is divided into three main sections. The top section shows a cartoon cat with a yellow body and blue eyes, looking at a heatmap. The heatmap is a color-coded representation of a flower, with a color scale from blue (low intensity) to red (high intensity). Below the heatmap is a set of six small, circular, multi-colored dots. The middle section shows a 3x3 grid of nine square images, each containing a different flower. The bottom section shows a 3x3 grid of nine square images, each containing a different flower, which are the ground truth flowers.

Overview

Fuel Pump FP 165



- >165 l/h
- Max. 5 bar
- 980 g
- Fuel lines screwed

Fuel Pump FP 200



- >200 l/h
- Max. 5 bar/8 bar
- 1,030 g
- Fuel lines screwed

Fuel Pump LPx-F1



- >160 l/h at 7 bar (g)
- Max. 8 bar (g)
- 325 g
- Brushless motor
- PWM speed controlled

HP Fuel Pump HDP 5



- Max. $1.1 \text{ cm}^3/\text{rot}_{\text{cam}}$
- 200 bar
- 780 g
- Integrated Flow Control Valve
- Internal Pressure Relief Valve

HP Fuel Pump HDP 5-LW



- Max. $1.1 \text{ cm}^3/\text{rot}_{\text{cam}}$
- Max. 500 bar
- 585 g
- Integrated Flow Control Valve
- Internal Pressure Relief Valve

Fuel Pump FP 165



4

Features

- ▶ >165 l/h
- ▶ Max. 5 bar
- ▶ 980 g
- ▶ Fuel lines screwed

The FP 165 is an inline roller cell pump for the installation outside the fuel tank. It is capable of providing 165 l/h at 5 bar. Bio-fuel can be delivered up to E85 (shortens lifetime!). The FP 165 is a production type fuel pump, combining good quality at a low price.

Application

Fuel pressure	5 bar
Delivery rate at 5 bar and 22°C	205 ± 5 l/h at 14 V
Pressure limiting valve	7 to 12.5 bar rel.
Fuel compatibility	Up to E85 with shorter lifetime
Diesel compatibility	Not released
Operating temperature range	-20 to 90°C
Storage temperature range	-40 to 70°C
Max. vibration	3 mm at 10 to 18 Hz ≤40 m/s ² at 18 to 60 Hz

Technical Specifications

Mechanical Data

Diameter	60 mm
Length	168 mm
Weight	980 g

Mounting

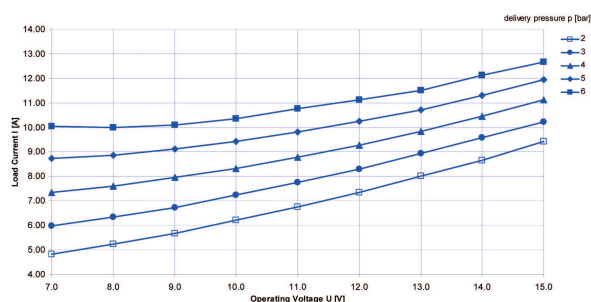
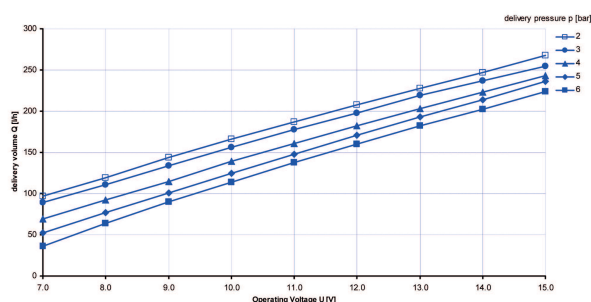
Clamping

Electrical Data

Supply voltage	6 to 16.5 V
Operating voltage	13.8 V
Load current at 5 bar and 22°C	11.0 ± 2 A

Characteristic

Surface coating	None
Color	Silver
Non-return valve	Internal
Fuel filtering	External, on pressure side



Connectors and Wires

Electrical connector	+M4/-M5
Electrical mating connector	with ring wire M4 and M5
Mechanical connector intake side	M14x1.5
Mechanical connector pressure side	M12x1.5

Installation Notes

With E26/E85 fuel run-time max. 500 h.

For technical reasons the values may vary.

Please use within the specified limit values only.

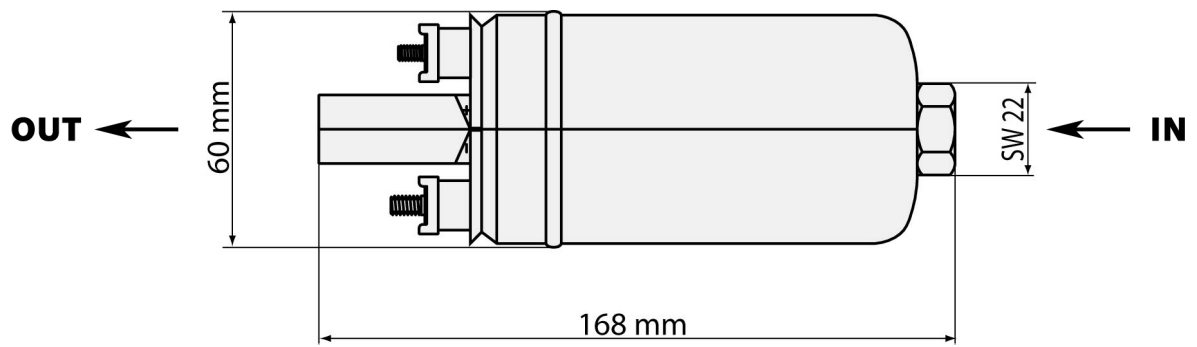
Please find further application hints in the offer drawing at our homepage.

Ordering Information

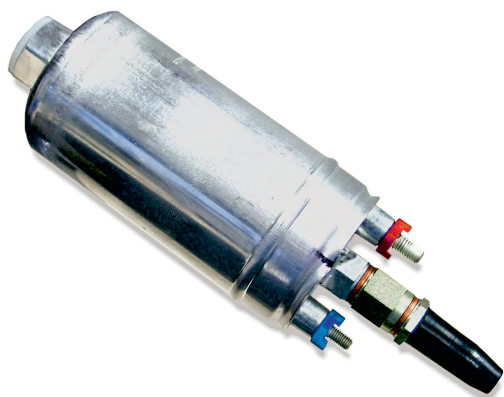
Fuel Pump FP 165

Order number 0 580 254 979

Dimensions



Fuel Pump FP 200



4

Features

- ▶ >200 l/h
- ▶ Max. 5 bar/8 bar
- ▶ 1,030 g
- ▶ Fuel lines screwed

The FP 200 is an inline roller cell pump for the installation outside or inside the fuel tank. It is capable of providing 200 l/h at 5 bar (8 bar). Bio-fuel can be delivered up to E85 (shortens life-time!).

The FP 200 is one of the most popular aftermarket fuel pumps and has an excellent price.

Application

Fuel pressure	5 bar or 8 bar
Delivery rate at 5 bar and 22°C	260 ± 5 l/h at 14 V
Delivery rate at 8 bar and 22°C	220 ± 5 l/h at 14 V
Pressure limiting valve	10 to 12.5 bar rel.
Fuel compatibility	Up to E85 with shorter lifetime
Diesel compatibility	Not released
Operating temperature range	-20 to 90°C
Storage temperature range	-40 to 70°C
Max. vibration	3 mm at 10 to 18 Hz ≤40 m/s ² at 18 to 60 Hz

Technical Specifications

Mechanical Data

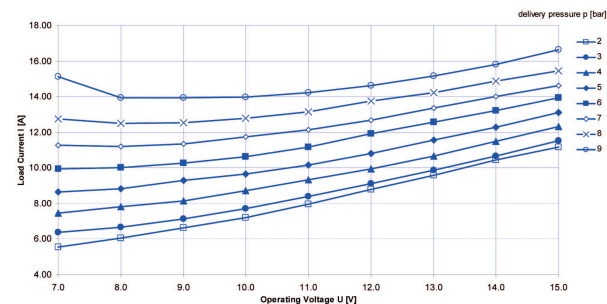
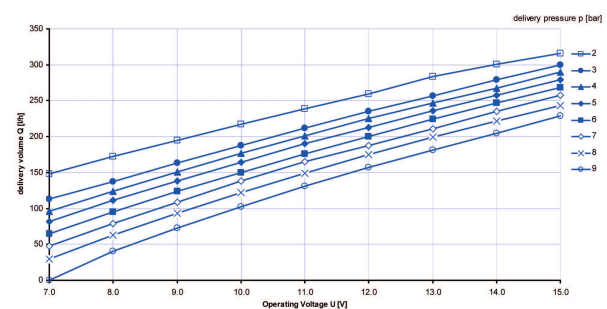
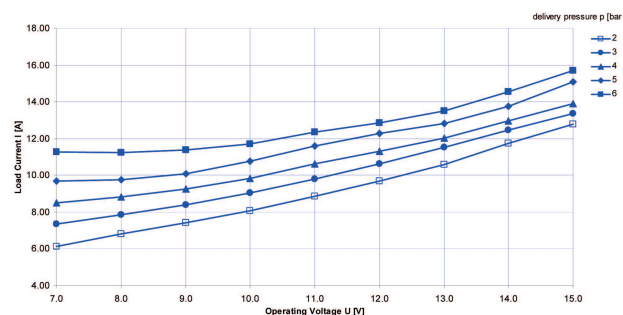
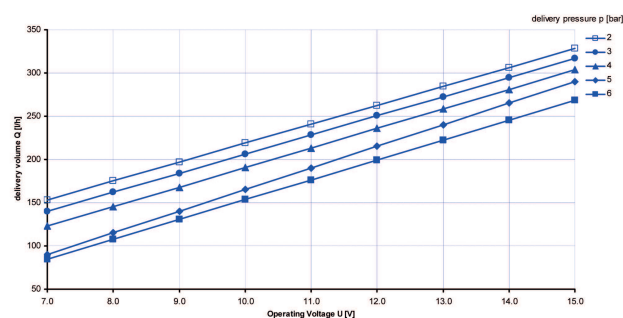
Diameter	60 mm
Length	196 mm
Weight	1,030 g
Mounting	Clamping

Electrical Data

Supply voltage	6 to 16.5 V
Operating voltage	13.8 V
Load current at 5 bar and 22°C	≤ 15 A
Load current at 8 bar and 22°C	≤ 18 A

Characteristic

Surface coating	None
Color	Silver
Non-return valve	External
Fuel filtering	External, on pressure side



Connectors and Wires

Electrical connector	+M6/-M5
Electrical mating connector	With ring wire M6 and M5

Mechanical connector intake side M18x1.5

Mechanical connector pressure side M12x1.5

Installation Notes

With E26/E85 fuel run-time max. 500 h.

For technical reasons the values may vary.

Please use within the specified limit values only.

Please find further application hints in the offer drawing at our homepage.

Ordering Information

Fuel Pump FP 200

Max. Pressure 5 bar

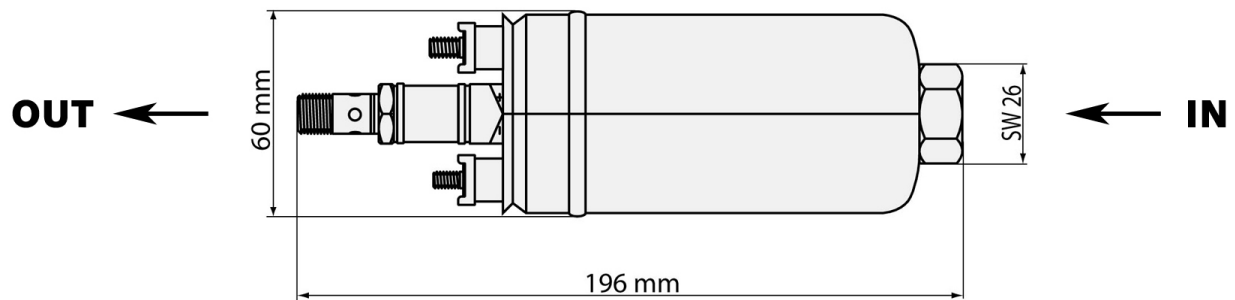
Order number **0 580 254 044**

Fuel Pump FP 200

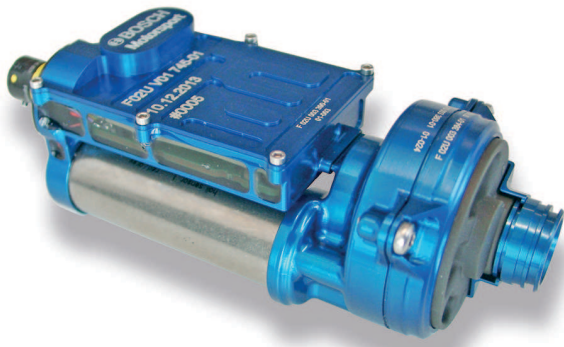
Max. Pressure 8 bar

Order number **B 261 205 413-01**

Dimensions



Fuel Pump LPx-F1



4

Features

- ▶ >160 l/h at 7 bar (g)
- ▶ Max. 8 bar (g)
- ▶ 325 g
- ▶ Brushless motor
- ▶ PWM speed controlled

The Bosch LPx-F1 fuel pump features a PWM controlled BLDC motor. Its main purposes include low pressure fuel systems up to 8 bar as well as acting as an in-tank feeding pump for high pressure applications. The supply voltage is 48 V.

Application

Fuel pressure	< 8 bar (g)
Delivery rate at 22°C	> 160 l/h at 7 bar (g) (120 W)
Max. delivery rate	> 260 l/h
Max. temperature fuel	65°C
Max. ambient temperature	80°C
Storage temperature range	-40 to 70°C
Max. vibration	See vibration profile 1
Max. dry run time	< 5 min
Duration for pressure build up	< 200 ms from (0 ... 160 l/h at 8 bar abs at T _{fuel} = 65°C)
Fuel compatibility	F1 gasoline fuel
Fuel incompatibility	Diesel, ethanol

Technical Specifications

Mechanical Data

Pump	50 (25) mm x 125 mm
Electronic	47 x 60 x 20 mm

Weight	325 g
Housing	Aluminum
Sucking/intake side	Open pump element
Pressure side	M12x1
Inspection and maintenance interval	Every 35 operating hours; Pump impeller and impeller casing has to be replaced

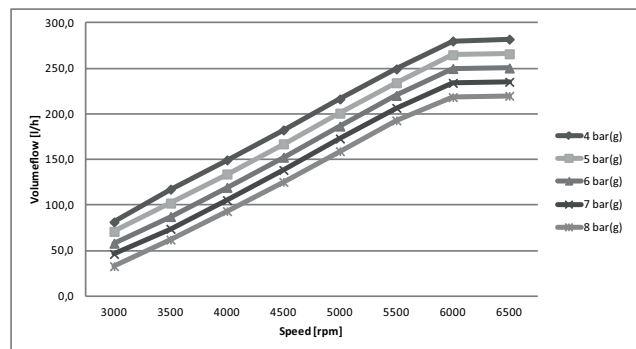
Electrical Data

Supply voltage	48 V ± 2 V
Load current	3.5 A at 6,500 rpm and 8 bar (see diagrams)
Speed control	PWM
Built in Deutsch Autosport connector	

Characteristic

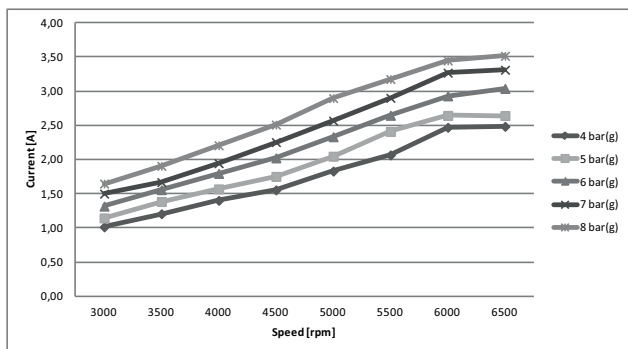
Surface coating	Anodization
Color	Blue
Non-return valve	External
Fuel filtering	Possible both sides

Volume flow



Pressure					
Pump speed [rpm]	4 bar (g)	5 bar (g)	6 bar (g)	7 bar (g)	8 bar (g)
3,000	81.3	70.8	58.0	46.1	32.7
3,500	117.3	102.0	87.2	73.8	61.9
4,000	149.4	133.9	119.3	105.2	93.2
4,500	182.2	167.0	152.3	138.3	125.2
5,000	216.2	200.7	186.5	172.8	158.9
5,500	249.2	234.0	220.1	206.4	192.8
6,000	279.8	264.7	249.6	233.9	218.2
6,500	281.8	265.8	250.2	235.0	219.7

Current



Pressure					
Pump speed [rpm]	4 bar (g)	5 bar (g)	6 bar (g)	7 bar (g)	8 bar (g)
3,000	1.01	1.14	1.32	1.50	1.65
3,500	1.21	1.39	1.56	1.67	1.91
4,000	1.40	1.57	1.80	1.94	2.21
4,500	1.55	1.75	2.02	2.25	2.51
5,000	1.83	2.05	2.33	2.57	2.90
5,500	2.07	2.41	2.65	2.90	3.18
6,000	2.47	2.64	2.93	3.27	3.45
6,500	2.48	2.64	3.04	3.31	3.52

Connectors and Wires

Electrical connector	ASL 0-06-05PA-HE-952K
Electrical mating connector	on request
Pin 1	U _{batt} (48 V, 3 A)
Pin 2	PGND
Pin 3	Nc
Pin 4	PWM_IN

Pin 5	SIG_OUT (optional)
Mechanical connector intake side	open
Mechanical connector pressure side	M12x1
PWM Signal	
Frequency	10 Hz to 5 kHz
PWM Load	10 % equals 0 rpm pump speed 90 % equals 7,000 rpm pump speed
MAX voltage	± 36 V
Logical 0	typical < 1.0 V
Logical 1	typical > 2.4 V
Input impedance	47 kOhm (< 3.3 V) 38.5 kOhm (at 5 V) 25.5 kOhm (at 24 V)
Switching delay	< 8 ms
Input Current ("1")	130 µA (at + 5 V)

Installation Notes

Typical lifetime before service: max. 25 h

For application with severe conditions and/or high volume, please contact your Bosch Motorsport counterpart in order to define the most appropriate validation program

For technical reasons the values mentioned above may vary.

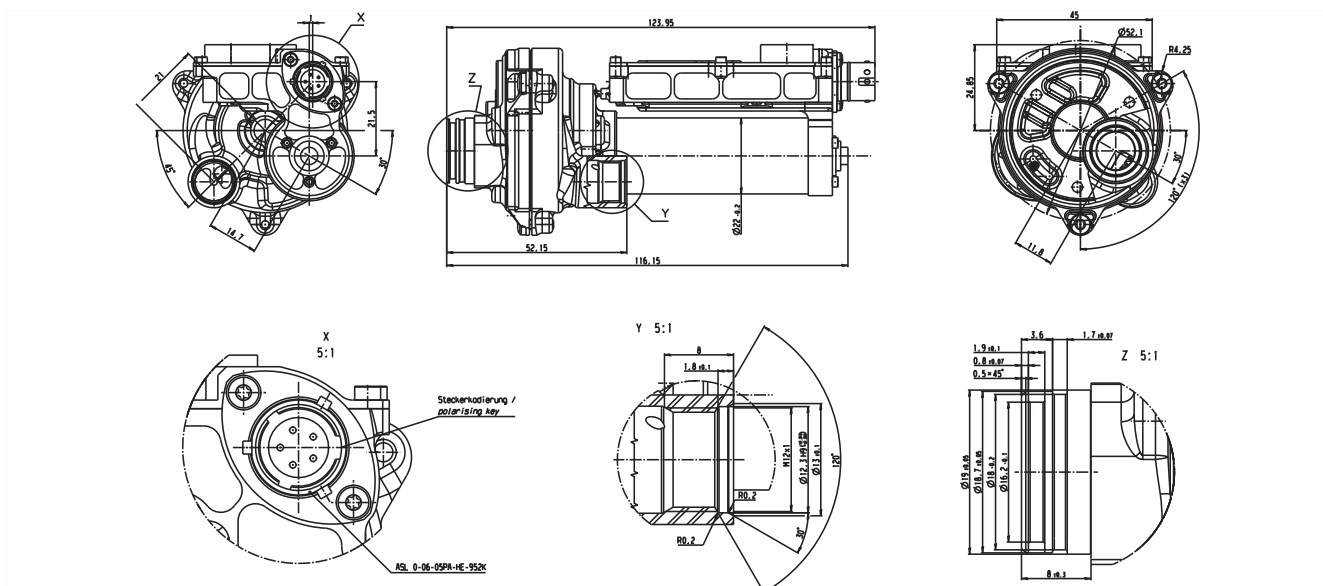
Please find further application hints in the offer drawing at our homepage.

Ordering Information

Fuel Pump LPx-F1

Order number **F 02U V01 745-02**

Dimensions



HP Fuel Pump HDP 5



4

Features

- ▶ Max. 1.1 cm³/rot_{cam}
- ▶ 200 bar
- ▶ 780 g
- ▶ Integrated Flow Control Valve
- ▶ Internal Pressure Relief Valve

The HDP 5 is a compact high pressure single piston pump. The design allows achieving a big delivery volume as well as high efficiency, as needed in motorsport applications. Modifications in the number of cam lobes and cam lifts allow different flow requirements to be addressed.

The HDP 5 is equipped with an internal pressure relief valve to limit the maximum fuel pressure. It does not require a fuel return line into the fuel tank.

The pump has an integrated demand control for metering the amount of fuel supplied into the high pressure fuel system. It can be ordered with a compact connector or a motorsport connector.

Depending on the requirements of your engine (e.g. fuel consumption over rotation ratio) we recommend different types of tappets, piston springs and cam profiles. Please notice: Fuel delivery and maximum driveshaft speed depend on cam profile and type of tappet.

Application

For high pressure manifold injection or gasoline direct injection

Technical Specifications

Mechanical Data

Mass flow	Please see extra sheet
Efficiency	Please see extra sheet
Body design	Series

Flow capacity and max. engine speed	Depending on cam profile
-------------------------------------	--------------------------

Nominal pressure Standard version	200 bar
-----------------------------------	---------

Possible customization

Rev B (iPRV)	500 bar or customization
Rev C (EVO)	= Rev B + reduced internal restrictions + introduction of EVO parts (outlet valve)

Rev D (Piston)	= Rev C + bigger piston diameter
----------------	-------------------------------------

Flange hole circle diameter	66 mm or 75 mm
-----------------------------	----------------

Flange orientation	free
--------------------	------

Electrical connector orientation	45° or customization
----------------------------------	----------------------

Hydraulic connection design	M14 x 1.5 or customization
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Hydraulic connection orientation	LP 240° or customization, HP 180° or customization
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Weight	Approx. 780 g
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Supply pressure	4 to 7 bar
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Operating temperature	-40 to 120°C
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Storage temperature	-40 to 70°C
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Compatible fuels	Unleaded fuels, E22, E85, M15
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Fuel temperature	80°C, short term 130°C
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Max. vibration	300 m/s ²
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Connectors and Wires

Electrical connector design	Series wire + compact connector
	Series wire + motorsport connector
	Motorsport wire + open end
	Motorsport wire + motorsport connector

Installation Notes

Mounting on cylinder head or adapter flag.

Available cam profiles on request.

Select the cam profile on fuel consumption requirements.

Avoid interference with FCV and hydraulic connections at flange orientation.

Avoid interference with flange at electrical connector orientation.

Please specify the electrical connector design and the wire length with your order.

Ordering Information**Standard version**

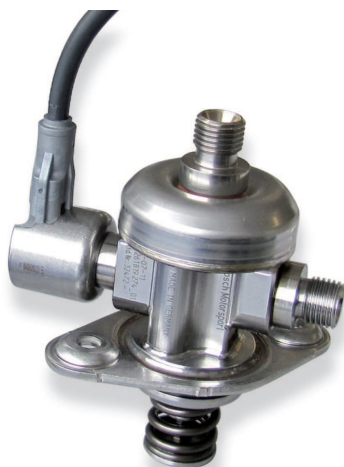
Series wire + compact connector

Order number **F 02U V00 912-03****Standard version**

Series wire + motorsport connector

Order number **F 02U V01 114-03****Rev B (iPRV)**Order number **on request****Rev C (EVO)**Order number **on request****Rev D (Piston)**Order number **on request****Accessories****Flat tappet (26 mm)**Order number **F 02U V01 156-01****Roller tappet (26 mm)**Order number **F 02U V01 163-01**

HP Fuel Pump HDP 5-LW



4

Features

- ▶ Max. 1.1 cm³/rot_{cam}
- ▶ Max. 500 bar
- ▶ 585 g
- ▶ Integrated Flow Control Valve
- ▶ Internal Pressure Relief Valve

The HDP 5-LW is a compact high pressure single piston pump with a light weight housing. The design allows achieving a big delivery volume as well as high efficiency, as needed in motorsport applications. Modifications in the number of cam lobes and cam lifts allow different flow requirements to be addressed.

The HDP 5-LW is equipped with an internal pressure relief valve to limit the maximum fuel pressure. This pump does not require a fuel return line into the fuel tank.

The pump has an integrated demand control for metering the amount of fuel supplied into the high pressure fuel system. It can be ordered with a compact connector or a motorsport connector. Depending on the requirements of your engine (e.g. fuel consumption over rotation ratio) we recommend different types of tappets, piston springs and cam profiles. Please notice: Fuel delivery and maximum driveshaft speed depend on cam profile and type of tappet.

Application

For high pressure manifold injection or gasoline direct injection

Technical Specifications

Mechanical Data

Mass flow Please see extra sheet

Efficiency	Please see extra sheet
Body design	Lighthouse
Flow capacity and max. engine speed	Depending on cam profile
Nominal pressure	500 bar or customization

Possible customization

Rev C (EVO)	= Rev B + reduced internal restrictions + introduction of EVO parts (outlet valve)
Rev D (Piston)	= Rev C + bigger piston diameter
Flange hole circle diameter	66 mm or 75 mm
Flange orientation	Free
Electrical connector orientation	0° or customization
Hydraulic connection design	M14 x 1.5 or customization
Weight	Approx. 585 g
Supply pressure	4 to 7 bar
Operating temperature	-40 to 120°C
Storage temperature	-40 to 70°C
Compatible fuels	Unleaded fuels, E22, E85, M15
Fuel temperature	80°C, short term 130°C
Max. vibration	300 m/s ²

Connectors and Wires

Electrical connector design	Series wire + compact connector
	Series wire + motorsport connector
	Motorsport wire + open end
	Motorsport wire + motorsport connector
Hydraulic connection orientation	Fixed

Installation Notes

Mounting on cylinder head or adapter flange.

Available cam profiles on request.

Select the cam profile on fuel consumption requirements.

Avoid interference with FCV and hydraulic connections at flange orientation.

Avoid interference with flange at electrical connector orientation.

Please specify the electrical connector design and the wire length with your order.

Ordering Information**Rev B (iPRV)**Order number **on request****Rev C (EVO)**Order number **on request****Rev D (Piston)**Order number **on request****Accessories****Flat tappet (26 mm)**Order number **F 02U V01 156-01****Roller tappet (26 mm)**Order number **F 02U V01 163-01**

Overview

4

Fuel Pressure Regulator Mini 5



- 5 bar
- 15 to 220 l/h reflow
- Adjusted at 105 l/h
- Sheet steel housing

Fuel Pressure Regulator Mini A



- 2.2 to 3.5 bar/3.5 to 5 bar
- 15 to 220 l/h reflow
- Pressure adjustable
- Sheet steel housing

FPR Adaptor light



- Aluminum housing
- Fits to production type regulators and Motorsport regulators (FPR Mini 2, Mini 5, Mini A)
- Very light weight

Fuel Pressure Regulator Mini 5



Features

- ▶ 5 bar
- ▶ 15 to 220 l/h reflow
- ▶ Adjusted at 105 l/h
- ▶ Sheet steel housing

Fuel pressure regulators are used to maintain constant fuel pressure at the injection valves. We modified this production type based regulator especially for motorsport use and increased the pressure level.

The main benefit of this regulator include the competitively priced high quality and the high return flow rate.

Application

Pressure range	5 bar
Reflow quantity	15 to 220 l/h
Reference pressure connector	Diam. 5 mm, tube connector

Fuel compatibility	Gasoline (E85 or M15 with shortened lifetime)
Operating temperature	-40 to 120°C
Storage temperature	-40 to 100°C
Max. vibration	<600 m/s ² at 5 to 250 Hz
Valve leakage	Q _{leak} [cm ³ /min] ≤ 9 (pneumatic) at p [kPa] = 0.8 x P _{nom}

Technical Specifications

Mechanical Data

Diameter	34.9 mm
Weight	48.5 g
Mounting	Fastening with a clip

Characteristic

Set pressure accuracy	±2 % at 105 l/h
-----------------------	-----------------

Connectors and Wires

Connector supply	Diam. 25 mm, O-ring
Connector reflow	Diam. 9.15 mm, O-ring

Installation Notes

The tube connector at the housing can be used to supply reference pressure to the regulator. This can be atmospheric pressure, air box pressure or manifold pressure.

Never run the regulator without the integrated filter.

Please oil O-rings lightly with clean and silicone free engine oil before you install the regulator.

Please make a leak test after you have installed the regulator.

When the pressure regulator is removed and will be reused, the O-rings must be tested for fractures.

Operation of the pressure regulator with a medium other than gasoline is not allowed.

This pressure regulator is not designed for in-tank mounting.

Ordering Information

Fuel Pressure Regulator Mini 5

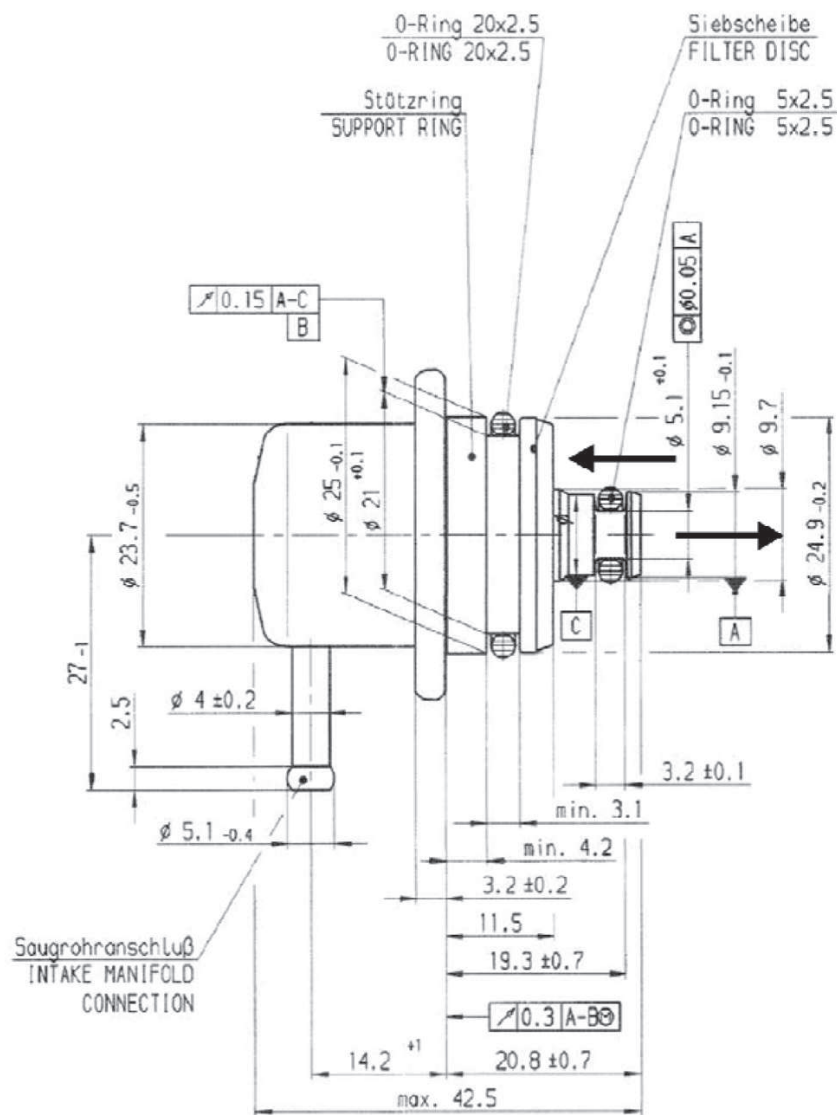
Order number **0 280 B02 722-03**

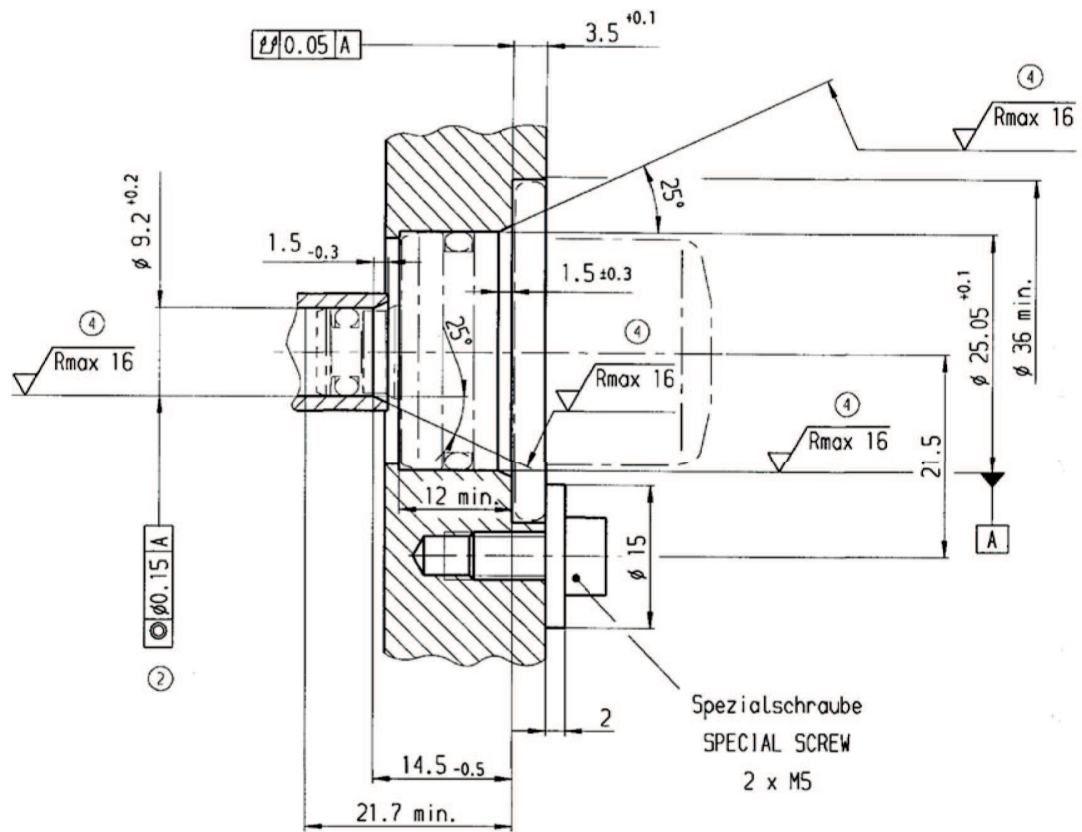
FPR Adaptor light

Order number **F 02U V02 248-01**

Dimensions

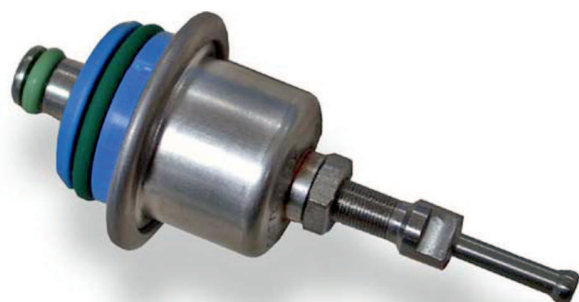
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Installation Recommendation

Fuel Pressure Regulator Mini A



4

Features

- ▶ 2.2 to 3.5 bar/3.5 to 5 bar
- ▶ 15 to 220 l/h reflow
- ▶ Pressure adjustable
- ▶ Sheet steel housing

Fuel pressure regulators are used to maintain constant fuel pressure at the injection valves. This regulator based on a production type regulator was specially designed for motorsport applications. The main benefit of this regulator is the adjustability of the fuel pressure.

Application

Pressure range	2.2 to 3.5 bar 3.5 to 5.0 bar
Reflow quantity	15 to 220 l/h
Reference pressure connector	Diam. 5 mm, tube connector
Fuel compatibility	Gasoline, E85, M15

Operating temperature	-40 to 120°C
Storage temperature	-40 to 100°C
Max. vibration	<400 m/s ² at 5 to 250 Hz
Valve leakage	$Q_{\text{leak}} [\text{cm}^3/\text{min}] \leq 9$ (pneumatic) at $p [\text{kPa}] = 0.8 \times P_{\text{nom}}$

Technical Specifications

Mechanical Data

Diameter	34.9 mm
Weight	58 g
Mounting	Fastening with a clip

Connectors and Wires

Connector supply	Diam. 25 mm, O-ring
Connector reflow	Diam. 9.15 mm, O-ring

Installation Notes

The tube connector at the housing can be used to supply reference pressure to the regulator. This can be atmospheric pressure, air box pressure or manifold pressure.

Never run the regulator without the integrated filter.

Please oil O-rings lightly with clean and silicone free engine oil before you install the regulator.

Please make a leak test after you have installed the regulator.

When the pressure regulator is removed and will be reused, the O-rings must be tested for fractures.

Operation of the pressure regulator with a medium other than gasoline is not allowed.

This pressure regulator is not designed for in-tank mounting.

Ordering Information

Fuel Pressure Regulator Mini A

Pressure Range 2.2 to 3.5 bar
Order number **B 280 550 340-03**

Fuel Pressure Regulator Mini A

Pressure Range 3.5 to 5.0 bar
Order number **B 280 550 341-04**

FPR Adaptor light

Order number **F 02U V02 248-01**



FPR Adaptor light



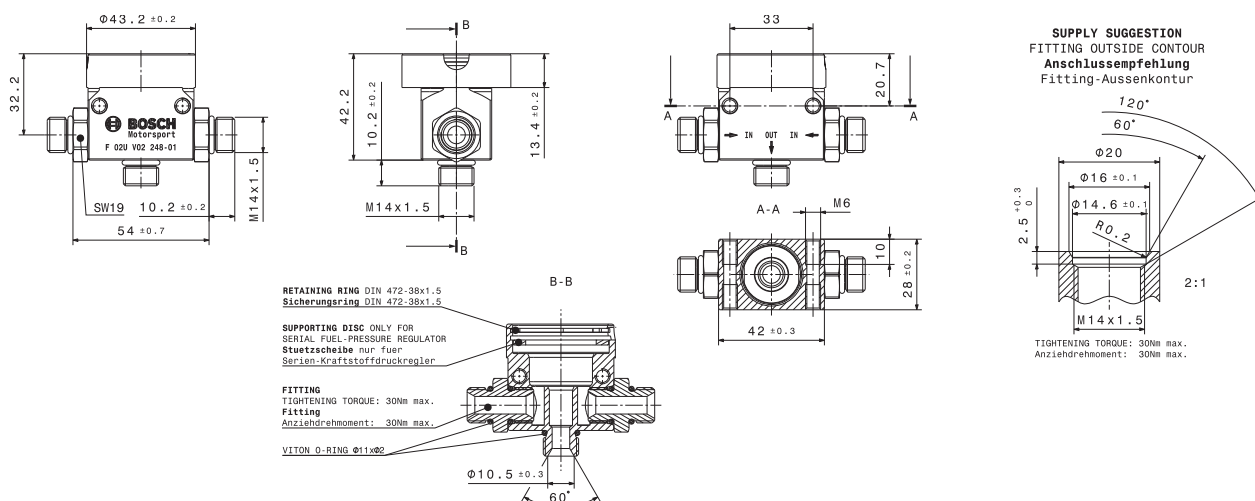
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Features

- Aluminum housing
- Fits to production type regulators and Motorsport regulators (FPR Mini 2, Mini 5, Mini A)
- Very light weight

This adaptor offers the opportunity to convert a rail pressure regulator into an inline pressure regulator. The adaptor is able to hold a production type regulator as well as a motorsport regulator. Delivery without regulator.

Dimensions



Application

Fuel compatibility	Gasoline, E85/M100
Operating temperature range	-40 to 120°C
Storage temperature range	-40 to 100°C
Max. vibration	<600 m/s ² at 5 to 250 Hz

Technical Specifications

Mechanical Data

Diameter	50 mm
Height	55 mm
Weight	92 g
Mounting	Screw fastening with M6 screws into housing or M5 screws through housing

Connectors and Wires

Connector supply	2 x M14 x 1.5
Connector reflow	M14 x 1.5

Ordering Information

FPR Adaptor light

Order number **F 02U V02 248-01**

Overview

Ignition Coil C75



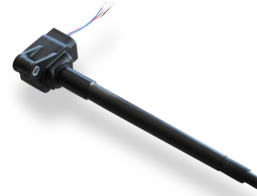
- Max. 35 kV
- Max. 75 mJ
- Max. 8.0 kV/μs
- Max. 15,000 1/min
- Developed for GDI engines

Ignition Coil C75-E8



- Max. 35 kV
- Max. 75 mJ
- Max. 8.0 kV/μs
- Max. 15,000 1/min
- Developed for GDI engines

Ignition Coil C90i-E8



- Max. 40 kV
- Max. 90 mJ
- Max. 5.0 kV/μs
- Max. 15,000 1/min
- Fits to spark plugs with a ceramic diameter of 8 mm

Ignition Coil C90i-E10



- Max. 40 kV
- Max. 90 mJ
- Max. 5.0 kV/μs
- Max. 15,000 1/min
- Fits to spark plugs with a ceramic diameter of 10 mm

Ignition Coil C90i-pro



- Max. 40 kV
- Max. 90 mJ
- Max. 5.0 kV/μs
- Max. 15,000 1/min
- Developed for Turbo-GDI engines

Ignition Coil C90i-pro evo



- Max. 40 kV
- Max. 90 mJ
- Boosted spark current
- Max. 15,000 1/min
- Developed for engines with high gas turbulences

Ignition Coil C90i-WG



- Max. 35 kV
- Max. 90 mJ
- Connection for high voltage wire
- Max. 15,000 1/min
- Developed for Turbo-GDI engines

Ignition Coil P50/P50-M



- Max. 35 kV
- Max. 50 mJ
- Max. 3.0 kV/μs
- Max. 10,000 1/min
- High voltage contacting via high voltage wire and spark plug connector possible

Ignition Coil P65



- Max. 35 kV
- Max. 65 mJ
- Max. 10,000 1/min
- Developed for GDI engines

Ignition Coil P65-T



- Max. 33 kV
- Max. 65 mJ
- Max. 10,000 1/min (with reduced dwell time)
- Developed for GDI engines

Ignition Coil P65-TWG



- Max. 33 kV
- Max. 65 mJ
- Connection for high voltage wire
- Max. 10,000 1/min (with reduced dwell time)
- Developed for GDI engines

Ignition Coil P65-WG



- Max. 35 kV
- Max. 65 mJ
- Connection for 30 kV high voltage wire with locking pin (European standard)
- Max. 10,000 1/min
- Developed for GDI engines

Ignition Coil P65-WS**Ignition Coil PS-T**

- Max. 35 kV
- Max. 65 mJ
- Connection for high voltage wire according to SAE (American standard)
- Max. 10,000 1/min
- Developed for GDI engines

- Max. 27 kV
- Max. 42 mJ
- Max. 1.5 kV/ μ s
- Max. 10,000 1/min

Ignition Coil C75



Features

- ▶ Max. 35 kV
- ▶ Max. 75 mJ
- ▶ Max. 8.0 kV/μs
- ▶ Max. 15,000 1/min
- ▶ Developed for GDI engines

This single fire coil was developed for the use e.g. in GDI high performance engines. It is designed for direct cylinder head mounting.

The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 75 mJ
Primary current	≤ 17 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	160 mm
Weight w/o wire	195 g
Mounting	screw fastening

Electrical Data

Primary resistance	330 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 8.0 kV/μs

Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 240 mA
Spark duration at 1 kV 1 MOhm	≤ 0.68 ms
Noise suppression	Inductive
Suppression diode / EFU	Internal

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
Mating connector	On request
Pin 1	U _{batt} red
Pin 2	ECU ignition power stage white
Pin 3	Engine GND black
Wire length	100 cm
Wire size	AWG 20/22
For spark plugs	Ceramic diameter d = 10 mm

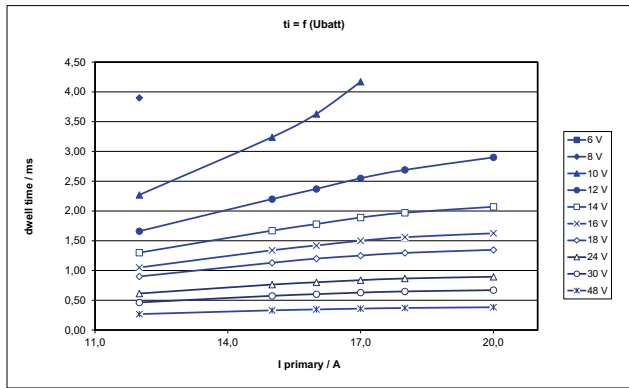
Various motorsport and automotive connectors are available on request.

Please specify the required wire length with your order.

Characteristic dwell times [ms]

U _{batt}	I primary					
	12 A	15 A	16 A	17 A	18 A	20 A
6 V						
8 V	3.9					
10 V	2.27	3.24	3.63	4.17		
12 V	1.66	2.2	2.37	2.55	2.69	2.9
14 V	1.3	1.67	1.78	1.89	1.97	2.07
16 V	1.05	1.34	1.42	1.5	1.56	1.62
18 V	0.9	1.13	1.2	1.25	1.30	1.35
24 V	0.61	0.76	0.80	0.84	0.87	0.90
30 V	0.46	0.58	0.60	0.63	0.65	0.67
48 V	0.27	0.33	0.35	0.36	0.37	0.38

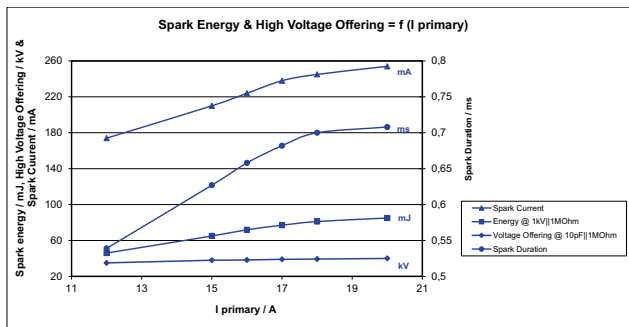
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
12 A	46 mJ	0.539 ms	174 mA	35 kV
15 A	65 mJ	0.627 ms	210 mA	38 kV
16 A	71.9 mJ	0.658 ms	224 mA	38.3 kV
17 A	77 mJ	0.682 ms	238 mA	39 kV
18 A	81.1 mJ	0.7 ms	245 mA	39.3 kV
20 A	85 mJ	0.708 ms	254 mA	40 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above Iprim = 17 A or 35 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

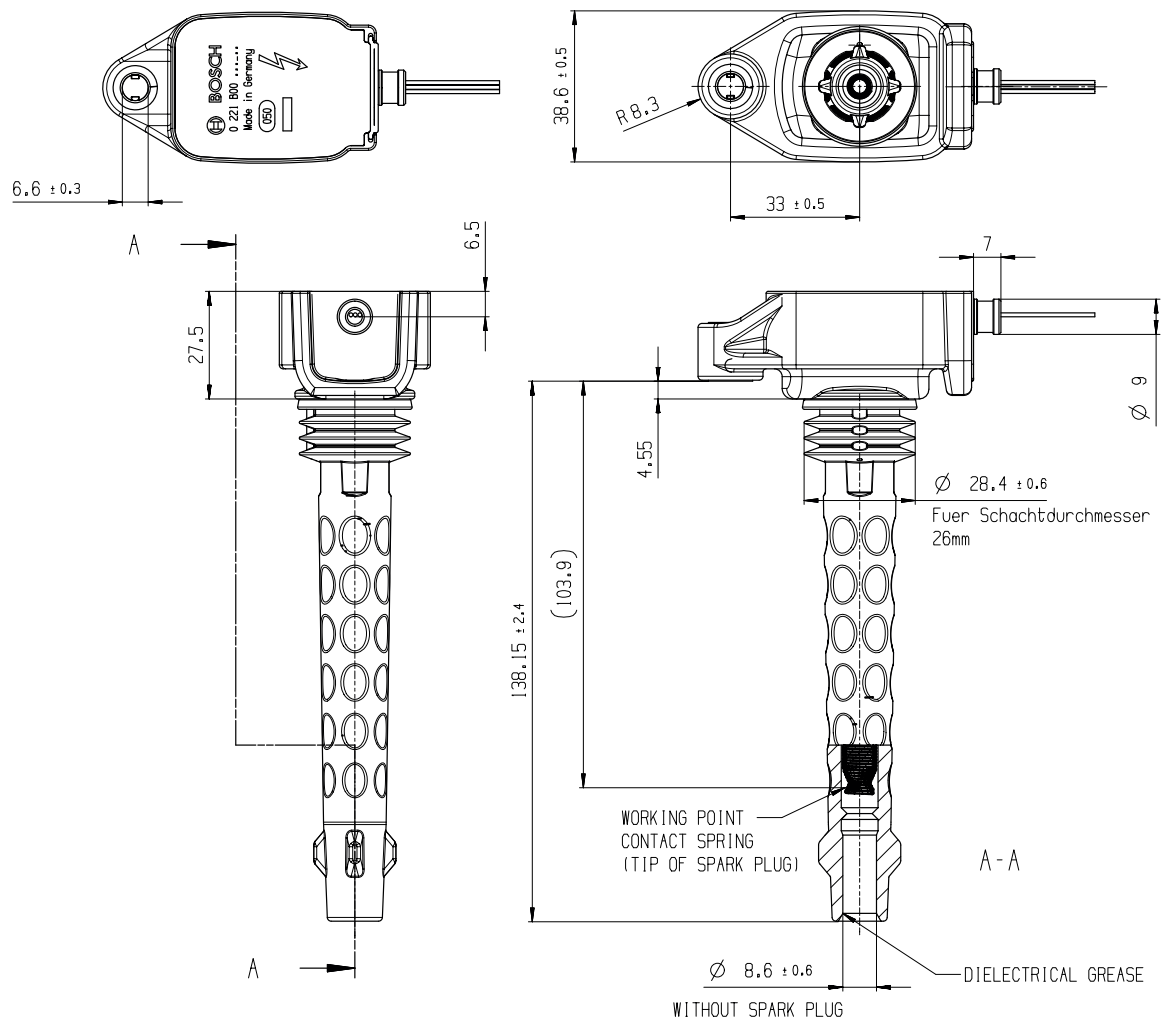
Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information**Ignition Coil C75**

Order number **0 221 B00 347-03**

Dimensions



Ignition Coil C75-E8



Features

- ▶ Max. 35 kV
- ▶ Max. 75 mJ
- ▶ Max. 8.0 kV/μs
- ▶ Max. 15,000 1/min
- ▶ Developed for GDI engines

This single fire coil was developed for the use e.g. in GDI high performance engines. It is designed for direct cylinder head mounting.

The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 75 mJ
Primary current	≤ 17 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length (L)	customized
Weight w/o wire	195 g
Mounting	screw fastening

Electrical Data

Primary resistance	330 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 8.0 kV/μs

Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
--------------------------------------	---------

Spark current	≤ 240 mA
---------------	----------

Spark duration at 1 kV 1 MOhm	≤ 0.68 ms
----------------------------------	-----------

Noise suppression	Inductive
-------------------	-----------

Suppression diode / EFU	Internal
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Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
-----------	------------

Mating connector	On request
------------------	------------

Pin 1	U _{batt} red
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Pin 2	ECU ignition power stage white
-------	--------------------------------

Pin 3	Engine GND black
-------	------------------

Wire length	100 cm
-------------	--------

Wire size	AWG 20/22
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For spark plugs	Ceramic diameter d = 8 mm (7 to 9 mm)
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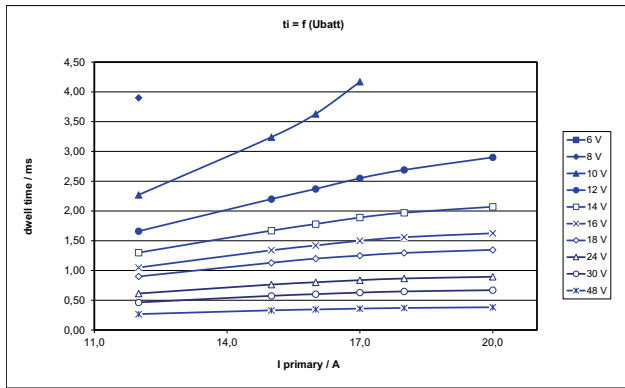
Various motorsport and automotive connectors are available on request.

Please specify the required wire length and the length of the spark plug connector with your order

Characteristic dwell times [ms]

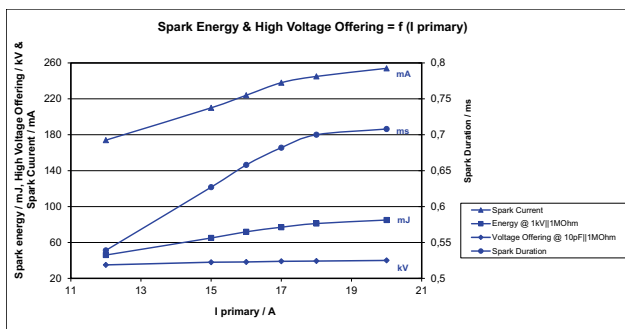
U _{batt}	I _{primary}					
	12 A	15 A	16 A	17 A	18 A	20 A
6 V						
8 V	3.9					
10 V	2.27	3.24	3.63	4.17		
12 V	1.66	2.2	2.37	2.55	2.69	2.9
14 V	1.3	1.67	1.78	1.89	1.97	2.07
16 V	1.05	1.34	1.42	1.5	1.56	1.62
18 V	0.9	1.13	1.2	1.25	1.30	1.35
24 V	0.61	0.76	0.80	0.84	0.87	0.90
30 V	0.46	0.58	0.60	0.63	0.65	0.67
48 V	0.27	0.33	0.35	0.36	0.37	0.38

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time
Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
12 A	46 mJ	0.539 ms	174 mA	35 kV
15 A	65 mJ	0.627 ms	210 mA	38 kV
16 A	71.9 mJ	0.658 ms	224 mA	38.3 kV
17 A	77 mJ	0.682 ms	238 mA	39 kV
18 A	81.1 mJ	0.7 ms	245 mA	39.3 kV
20 A	85 mJ	0.708 ms	254 mA	40 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above $I_{prim} = 17$ A or 35 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

Design Note

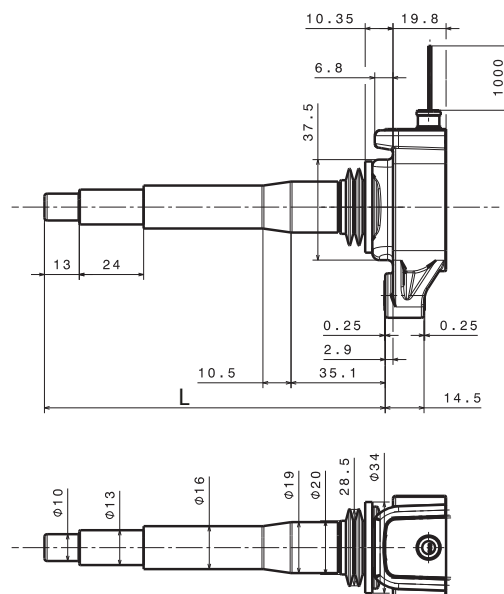
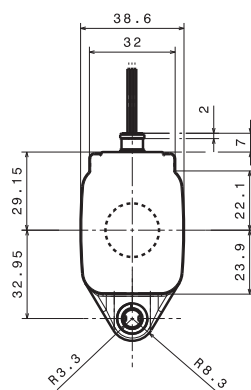
We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil C75-E8

Order number F 02U V02 086-01

Dimensions



Ignition Coil C90i-E8

4



Features

- ▶ Max. 40 kV
- ▶ Max. 90 mJ
- ▶ Max. 5.0 kV/μs
- ▶ Max. 15,000 1/min
- ▶ Fits to spark plugs with a ceramic diameter of 8 mm

This single fire coil was developed for the use e.g. in GDI (turbocharged) high performance engines. It is designed for direct cylinder head mounting.

For this single fire coil the customer can define the length of the spark plug connector.

The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 90 mJ
Primary current	≤ 16 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	80 to 225 mm
Weight w/o wire	< 270 g
Mounting	Screw fastening
Fits to spark plugs with a ceramic diameter of 8 mm	

Electrical Data

Primary resistance	185 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 5.0 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 40 kV
Spark current	≤ 160 mA
Spark duration at 1 kV 1 MOhm	≤ 1.1 ms
Noise suppression	Inductive and 1 kOhm resistance
Suppression diode / EFU	Internal

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
Mating connector	On request
Pin 1	U _{batt} red
Pin 2	ECU ignition power stage blue
Pin 3	Engine GND black
Pin 4	Ionic current signal white
Wire length	100 cm
Wire size	AWG 20/22

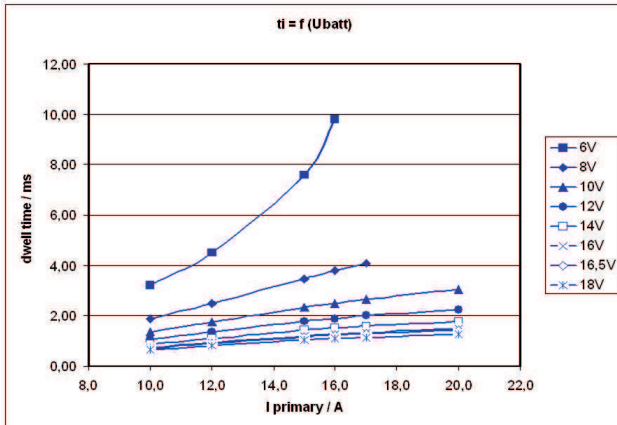
Various motorsport and automotive connectors are available on request.

Please specify the required wire length and the length of the spark plug connector with your order

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	10 A	12 A	15 A	16 A	17 A	20 A
6 V	3.2	4.5	7.6	9.8		
8 V	1.88	2.49	3.47	3.79	4.10	
10 V	1.35	1.76	2.34	2.51	2.67	3.05
12 V	1.06	1.35	1.77	1.89	2.00	2.24
14 V	0.87	1.11	1.43	1.52	1.60	1.79
16 V	0.74	0.93	1.20	1.28	1.34	1.49
16.5 V	0.71	0.90	1.15	1.23	1.29	1.43
18 V	0.64	0.81	1.03	1.10	1.15	1.27

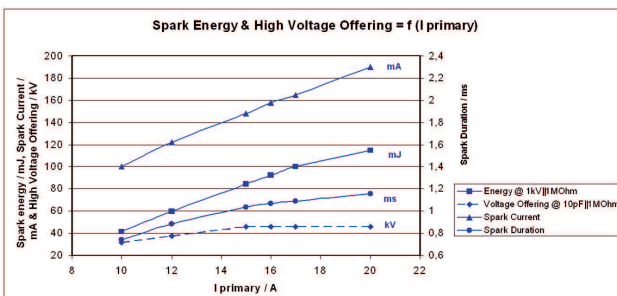
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
10 A	41.4 mJ	0.74 ms	100 mA	31.6 kV
12 A	59.5 mJ	0.882 ms	122 mA	37.4 kV
15 A	84.4 mJ	1.034 ms	148 mA	45.7 kV
16 A	92.6 mJ	1.07 ms	158 mA	46 kV
17 A	100 mJ	1.09 ms	165 mA	46 kV
20 A	115 mJ	1.16 ms	190 mA	46 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above $I_{prim} = 16$ A or 40 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

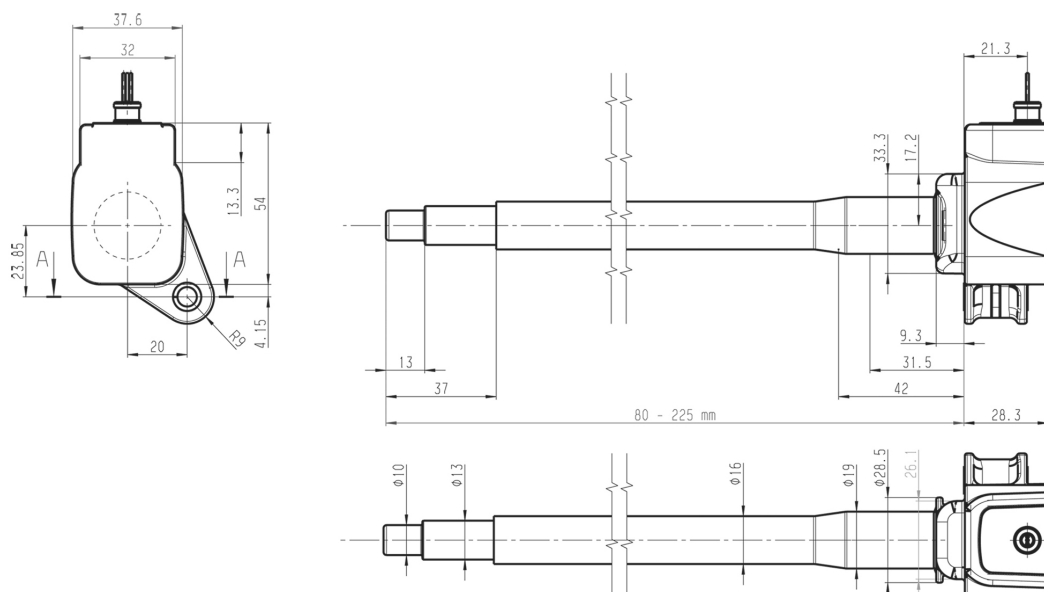
We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil C90i-E8

Order number F 02U V01 368-01

Dimensions



Ignition Coil C90i-E10

4



Features

- ▶ Max. 40 kV
- ▶ Max. 90 mJ
- ▶ Max. 5.0 kV/μs
- ▶ Max. 15,000 1/min
- ▶ Fits to spark plugs with a ceramic diameter of 10 mm

This single fire coil was developed for the use e.g. in GDI (turbocharged) high performance engines. It is designed for direct cylinder head mounting.

For this single fire coil the customer can define the length of the spark plug connector.

The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 90 mJ
Primary current	≤ 16 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	114 to 225 mm
Weight w/o wire	< 270 g
Mounting	Screw fastening
Fits to spark plugs with a ceramic diameter of 10 mm	

Electrical Data

Primary resistance	185 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 5.0 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 40 kV
Spark current	≤ 160 mA
Spark duration at 1 kV 1 MOhm	≤ 1.1 ms
Noise suppression	Inductive and 1 kOhm resistance
Suppression diode / EFU	Internal

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
Mating connector	On request
Pin 1	U _{batt} red
Pin 2	ECU ignition power stage blue
Pin 3	Engine GND black
Wire length	100 cm
Wire size	AWG 20/22

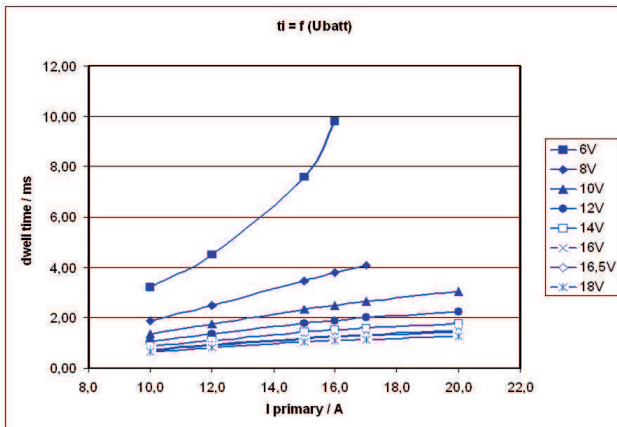
Various motorsport and automotive connectors are available on request.

Please specify the required wire length and the length of the spark plug connector with your order

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	10 A	12 A	15 A	16 A	17 A	20 A
6 V	3.2	4.5	7.6	9.8		
8 V	1.88	2.49	3.47	3.79	4.10	
10 V	1.35	1.76	2.34	2.51	2.67	3.05
12 V	1.06	1.35	1.77	1.89	2.00	2.24
14 V	0.87	1.11	1.43	1.52	1.60	1.79
16 V	0.74	0.93	1.20	1.28	1.34	1.49
16.5 V	0.71	0.90	1.15	1.23	1.29	1.43
18 V	0.64	0.81	1.03	1.10	1.15	1.27

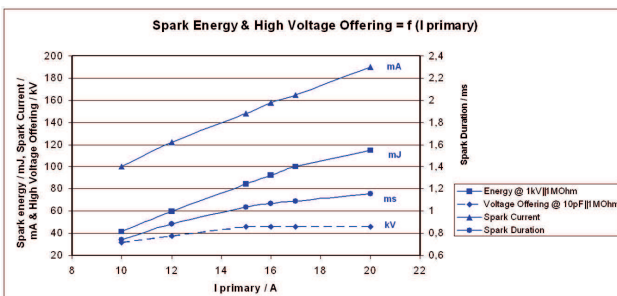
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
10 A	41.4 mJ	0.74 ms	100 mA	31.6 kV
12 A	59.5 mJ	0.882 ms	122 mA	37.4 kV
15 A	84.4 mJ	1.034 ms	148 mA	45.7 kV
16 A	92.6 mJ	1.07 ms	158 mA	46 kV
17 A	100 mJ	1.09 ms	165 mA	46 kV
20 A	115 mJ	1.16 ms	190 mA	46 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above $I_{prim} = 16$ A or 40 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

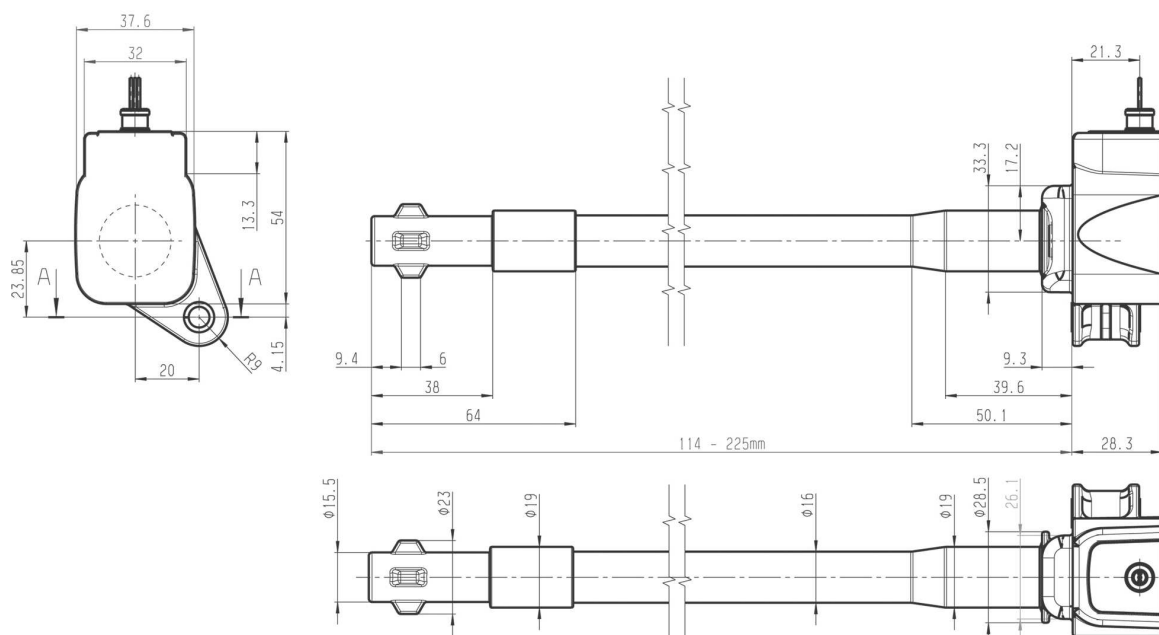
We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil C90i-E10

Order number F 02U V01 369-01

Dimensions



Ignition Coil C90i-pro

4



Features

- ▶ Max. 40 kV
- ▶ Max. 90 mJ
- ▶ Max. 5.0 kV/μs
- ▶ Max. 15,000 1/min
- ▶ Developed for Turbo-GDI engines

This single fire coil was developed for the use e.g. in GDI (turbocharged) high performance engines. It is designed for direct cylinder head mounting. The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 90 mJ
Primary current	≤ 16 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	168 mm
Weight w/o wire	250 g
Mounting	screw fastening

Electrical Data

Primary resistance	185 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 5.0 kV/μs

Max. high voltage at 1 MOhm 10 pF	≤ 40 kV
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Spark current	≤ 160 mA
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Spark duration at 1 kV 1 MOhm	≤ 1.1 ms
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Noise suppression	Inductive
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Suppression diode / EFU	Internal
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Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
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Mating connector	On request
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Pin 1	U _{batt} red
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Pin 2	ECU ignition power stage blue
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Pin 3	Engine GND black
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Wire length	100 cm
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Wire size	AWG 20/22
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For spark plugs	Ceramic diameter d = 10 mm
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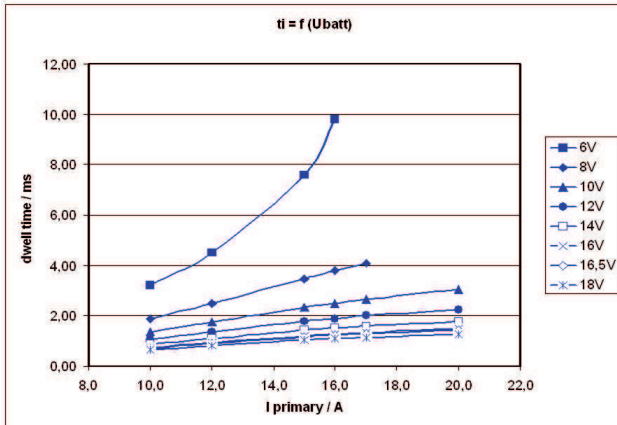
Various motorsport and automotive connectors are available on request.

Please specify the required wire length and the length of the spark plug connector with your order

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	10 A	12 A	15 A	16 A	17 A	20 A
6 V	3.2	4.5	7.6	9.8		
8 V	1.88	2.49	3.47	3.79	4.10	
10 V	1.35	1.76	2.34	2.51	2.67	3.05
12 V	1.06	1.35	1.77	1.89	2.00	2.24
14 V	0.87	1.11	1.43	1.52	1.60	1.79
16 V	0.74	0.93	1.20	1.28	1.34	1.49
16.5 V	0.71	0.90	1.15	1.23	1.29	1.43
18 V	0.64	0.81	1.03	1.10	1.15	1.27

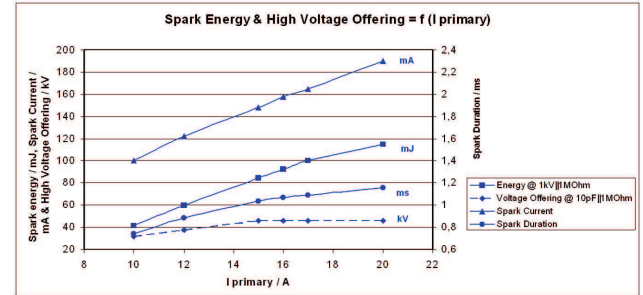
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
10 A	41.4 mJ	0.74 ms	100 mA	31.6 kV
12 A	59.5 mJ	0.882 ms	122 mA	37.4 kV
15 A	84.4 mJ	1.034 ms	148 mA	45.7 kV
16 A	92.6 mJ	1.07 ms	158 mA	46 kV
17 A	100 mJ	1.09 ms	165 mA	46 kV
20 A	115 mJ	1.16 ms	190 mA	46 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above $I_{prim} = 16$ A or 40 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

Design Note

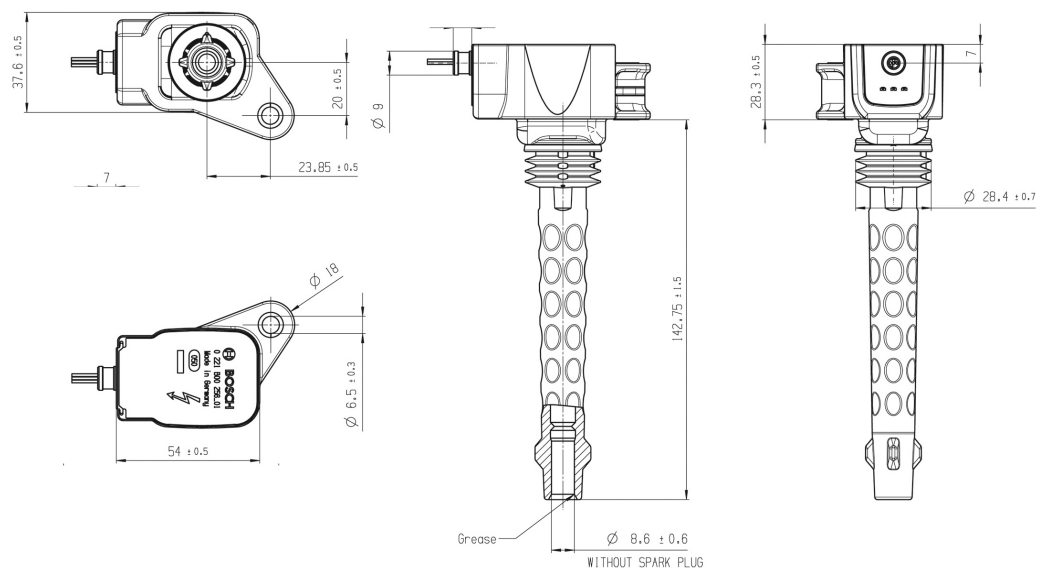
We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Single Fire Coil C90i-pro

Order number **0 221 B00 256-01**

Dimensions



Ignition Coil C90i-pro evo

4



Features

- ▶ Max. 40 kV
- ▶ Max. 90 mJ
- ▶ Boosted spark current
- ▶ Max. 15,000 1/min
- ▶ Developed for engines with high gas turbulences

This single fire coil was developed for engines that need a stable spark because of their higher turbulences at the air fuel mixture inside the cylinder. It is designed for direct cylinder head mounting.

The main benefits of this high performance coil are its high energy capability and a very good provided high voltage.

Application

Spark energy	≤ 90 mJ
Primary current	≤ 16 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 480 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	168 mm
Weight w/o wire	250 g
Mounting	screw fastening

Electrical Data

Primary resistance	185 mOhm
Secondary resistance	Incapable of measurement

High voltage rise time	≤ 5.0 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 40 kV
Spark current	≤ 265 mA
Spark duration at 1 kV 1 MOhm	≤ 0.65 ms
Noise suppression	Inductive
Suppression diode / EFU	Internal

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	On request
Mating connector	On request
Pin 1	U _{batt} red
Pin 2	ECU ignition power stage blue
Pin 3	Engine GND black
Wire length	100 cm
Wire size	AWG 20/22
For spark plugs	Ceramic diameter d = 10 mm

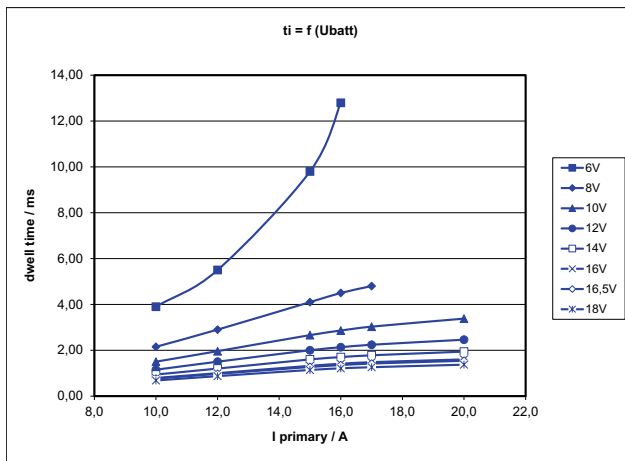
Various motorsport and automotive connectors are available on request.

Please specify the required wire length and the length of the spark plug connector with your order

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	10 A	12 A	15 A	16 A	17 A	20 A
6 V	3.90	5.50	9.80	12.80		
8 V	2.15	2.90	4.10	4.50	4.80	
10 V	1.50	1.96	2.66	2.86	3.03	3.38
12 V	1.15	1.50	2.00	2.13	2.24	2.46
14 V	0.94	1.20	1.60	1.70	1.78	1.94
16 V	0.79	1.00	1.32	1.41	1.48	1.60
16.5 V	0.76	0.97	1.27	1.35	1.42	1.54
18 V	0.68	0.69	1.14	1.21	1.26	1.37

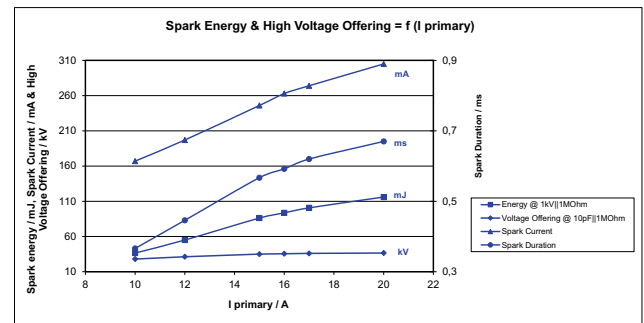
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
10 A	36.5 mJ	0.366 ms	167 mA	28 kV
12 A	55 mJ	0.446 ms	197 mA	31.3 kV
15 A	86.2 mJ	0.567 ms	246 mA	35 kV
16 A	93.6 mJ	0.592 ms	263 mA	35.6 kV
17 A	100.7 mJ	0.62 ms	274 mA	36 kV
20 A	116 mJ	0.67 ms	305 mA	36.6 kV



Spark Energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see "Electrical Data").

Usage above Iprim = 16 A or 40 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

Design Note

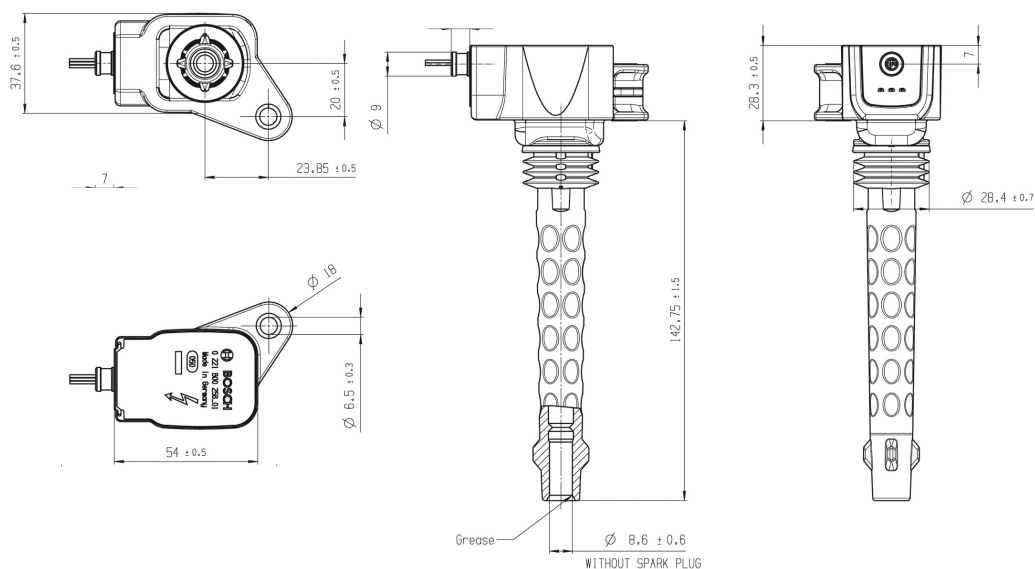
We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil C90i-pro evo

Order number **0 221 B00 256-02**

Dimensions



Ignition Coil C90i-WG



Features

- ▶ Max. 35 kV
- ▶ Max. 90 mJ
- ▶ Connection for high voltage wire
- ▶ Max. 15,000 1/min
- ▶ Developed for Turbo-GDI engines

This single fire coil was developed for the use e.g. in GDI (turbocharged) high performance engines. It is designed to connect a high voltage wire on the coil. The main benefit of this high performance coil is its high energy capability.

Application

Spark energy	≤ 90 mJ
Primary current	≤ 16 A
Operating temperature range outer core	0 to 160°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 250 m/s ² at 50 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	83 mm
Weight w/o wire	210 g
Mounting	screw fastening

Electrical Data

Primary resistance	185 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 5.0 kV/μs
Max. high voltage	≤ 35 kV

Spark current	≤ 160 mA
Spark duration at 1 kV 1 MOhm	≤ 1.1 ms
Noise suppression	Inductive
Suppression diode / EFU	Internal

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector primary side	On request
Mating connector primary side	On request
Pin 1	U _{batt} red
Pin 2	ECU ignition power stage blue
Pin 3	Engine GND black
Wire length	100 cm
Wire size	AWG 20/22
30 kV grid connectors	See Accessories

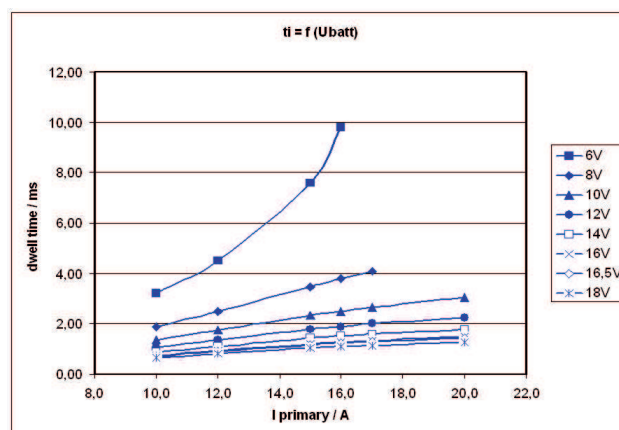
Various motorsport and automotive connectors are available on request.

Please specify the required wire length if you order the coil with a motorsport connector.

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	10 A	12 A	15 A	16 A	17 A	20 A
6 V	3.2	4.5	7.6	9.8		
8 V	1.88	2.49	3.47	3.79	4.10	
10 V	1.35	1.76	2.34	2.51	2.67	3.05
12 V	1.06	1.35	1.77	1.89	2.00	2.24
14 V	0.87	1.11	1.43	1.52	1.60	1.79
16 V	0.74	0.93	1.20	1.28	1.34	1.49
16.5 V	0.71	0.90	1.15	1.23	1.29	1.43
18 V	0.64	0.81	1.03	1.10	1.15	1.27

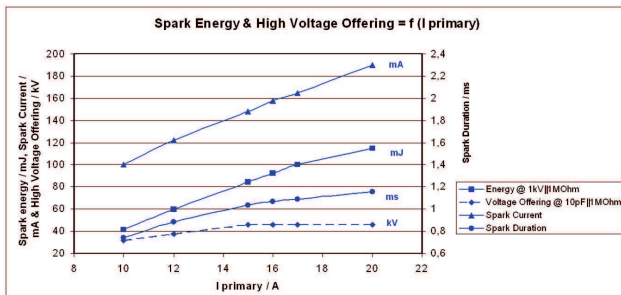
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
10 A	41.4 mJ	0.74 ms	100 mA	31.6 kV
12 A	59.5 mJ	0.882 ms	122 mA	37.4 kV
15 A	84.4 mJ	1.034 ms	148 mA	45.7 kV
16 A	92.6 mJ	1.07 ms	158 mA	46 kV
17 A	100 mJ	1.09 ms	165 mA	46 kV
20 A	115 mJ	1.16 ms	190 mA	46 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug (high voltage wire).

This coil is only for use with engine control units having an integrated ignition power stage, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values (see “Electrical Data”).

Usage above $I_{prim} = 16\text{ A}$ or 35 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil C90i-WG

Order number **F 02U V02 430-01**

Accessories

High Voltage Connector straight

Please ask your local Bosch Service

Order number **0 356 200 015**

High Voltage Connector angled

Please ask your local Bosch Service

Order number **0 356 250 035**

M3 Connector inside (required for every HV Connector)

Please ask your local Bosch Service

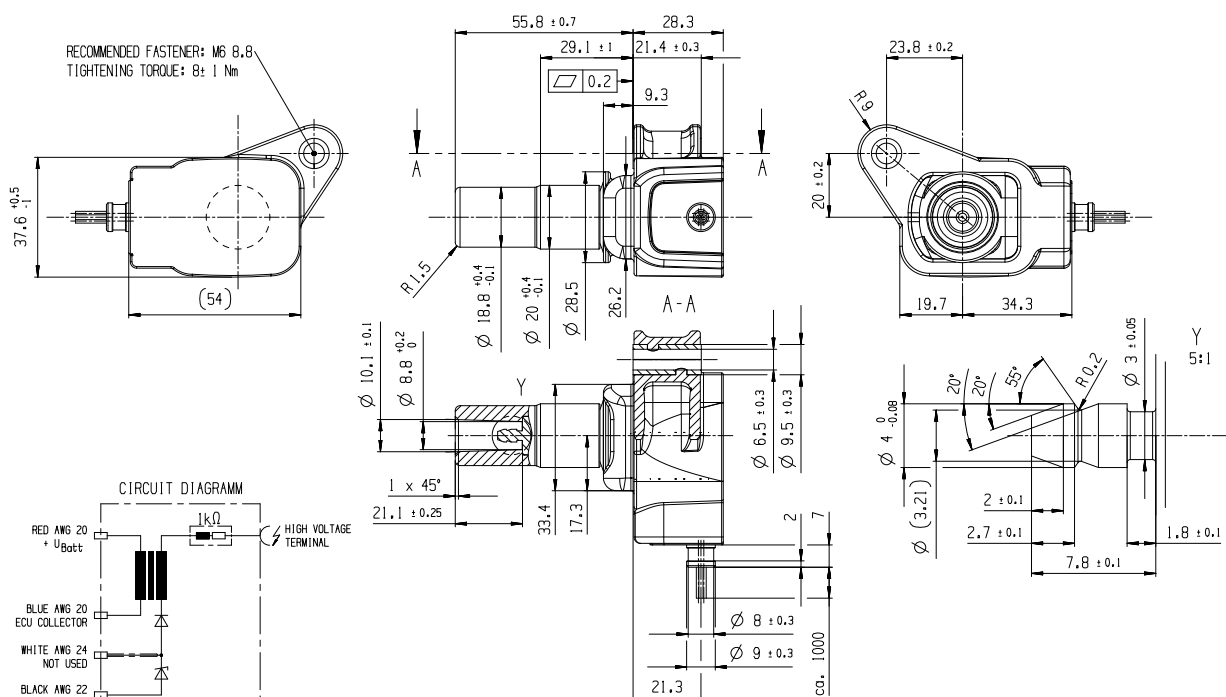
Order number **1 350 521 001**

High Voltage Wire 50 m

Please ask your local Bosch Service

Order number **5 956 563 015**

Dimensions



Ignition Coil P50/P50-M



4

Features

- ▶ Max. 35 kV
- ▶ Max. 50 mJ
- ▶ Max. 3.0 kV/μs
- ▶ Max. 10,000 1/min
- ▶ High voltage contacting via high voltage wire and spark plug connector possible

The single fire coil P50 is a low cost concept designed for direct mounting to the cylinder head. A high voltage ignition wire can optionally be connected to the secondary output terminal.

The coil P50 requires an ECU with internal ignition power stages for each single fire coil.

The coil P50-M is specifically for motorsport applications. This coil is operable in higher vibration environments.

Application

Spark energy	≤ 50 mJ
Primary current	≤ 8.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	Please see Variations

Technical Specifications

Variations

	P50	P50-M
Max. vibration	≤ 400 m/s ² at 5 to 2,000 Hz	≤ 800 m/s ² at 5 to 2,000 Hz
Weight	223 g	265 g
Spark plug connector	-	+

Mechanical Data

Weight	Please see Variations
Mounting	Pluggable

Electrical Data

Primary resistance with wire	370 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 3.0 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 92 mA
Spark duration at 1 kV 1 MOhm	≤ 1.15 ms
Noise suppression	With spark plug connector
Suppression diode / EFU	Integrated

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} =600 V)
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Connectors and Wires

Connector	Bosch Compact
Mating connector	D 261 205 335-01
3-pole Compact	
Pin 1	ECU ignition power stage
Pin 2	Engine GND
Pin 3	U _{batt}

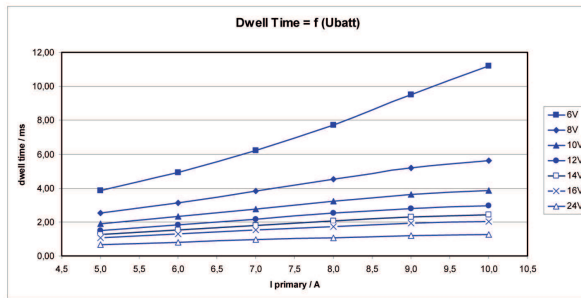
Various motorsport and automotive connectors are available on request.

For spark plugs	Ceramic diameter d=10 mm
-----------------	--------------------------

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	5.0 A	6.0 A	7.0 A	8.0 A	9.0 A	10 A
6 V	3.84	4.93	6.2	7.7	9.5	11.2
8 V	2.54	3.14	3.81	4.51	5.17	5.61
10 V	1.9	2.33	2.76	3.21	3.62	3.87
12 V	1.51	1.84	2.17	2.51	2.8	2.97
14 V	1.26	1.52	1.79	2.06	2.29	2.42
16 V	1.07	1.3	1.53	1.74	1.93	2.04
18 V	0.94	1.13	1.32	1.51	1.67	1.77
24 V	0.68	0.81	0.95	1.08	1.19	1.26
30 V	0.53	0.63	0.74	0.84	0.93	0.98

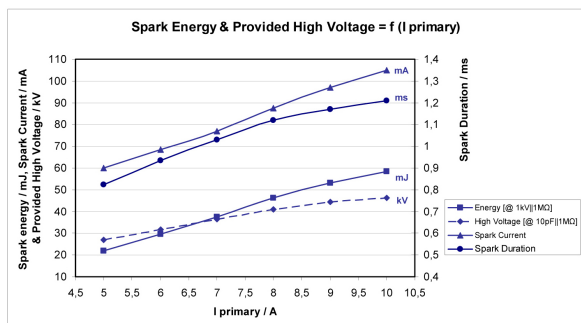
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
5 A	22 mJ	0.82 ms	60 mA	26.8 kV
6 A	29.7 mJ	0.93 ms	68.5 mA	31.6 kV
7 A	37.5 mJ	1.03 ms	77 mA	36.4 kV
8 A	46.3 mJ	1.12 ms	87.5 mA	40.9 kV
9 A	53 mJ	1.17 ms	97 mA	44.4 kV
10 A	58.4 mJ	1.21 ms	105 mA	46.3 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P50 has no integrated transistor and requires an ECU with internal ignition power stages, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Usage above I_{prim} > 8.5 A or 35 kV may reduce the lifetime.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil P50

Order number **0 221 504 001**

Ignition Coil P50-M

Motorsport version

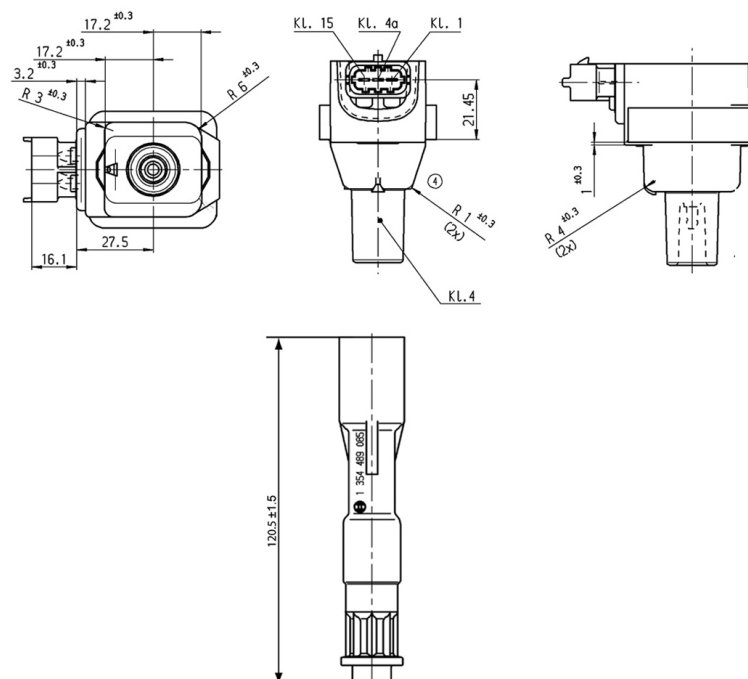
Order number **F 02U V00 869-01**

Accessories

Accessory spark plug connector

Order number **1 354 489 085**

Dimensions



Ignition Coil P65



4

Features

- ▶ Max. 35 kV
- ▶ Max. 65 mJ
- ▶ Max. 10,000 1/min
- ▶ Developed for GDI engines

This single fire coil is a low cost concept, designed to get connected to the spark plug via a high voltage wire. The high voltage connector is specified according to the SAE standard.

The performance of the coil fulfills the demands of modern GDI engines.

The main benefits of this product are the high packaging flexibility and its high electrical performance at low costs.

Application

Spark energy	≤ 65 mJ
Primary current	≤ 7.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 250 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Length	180 mm
Weight w/o wire	225 g
Mounting	Screw fastening
Fits to spark plugs with a ceramic diameter of 10 mm	

Electrical Data

Primary resistance	570 mOhm
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Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.9 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 74 mA
Spark duration at 1 kV 1 MOhm	≤ 2.0 ms
Noise suppression	Inductive and 1 kOhm resistance
Suppression diode / EFU	Integrated

Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} = 600 V)
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Connectors and Wires

Connector	Tyco AMP
Mating connector	D 261 205 350-01
Pin 1	Engine GND
Pin 2	U _{batt}
Pin 3	ECU ignition power stage

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	5.0 A	6.0 A	7.0 A	7.5 A	8.0 A	8.5 A
6 V	8.74	18.5				
8 V	4.5	6.4	9	10.8	13.9	
10 V	3.1	4.2	5.4	6	6.6	7.2
12 V	2.36	3.1	3.88	4.25	4.63	4.92
14 V	1.9	2.48	3.05	3.32	3.57	3.77
16 V	1.61	2.06	2.53	2.73	2.93	3.08
18 V	1.55	2	2.43	2.62	2.81	2.95
20 V	1.39	1.77	2.16	2.33	2.48	2.6
22 V	1.22	1.54	1.88	2.02	2.15	2.26
24 V	0.97	1.23	1.49	1.6	1.71	1.78

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement

Spark energy and provided high voltage

I _{prim.}	Spark energy	-duration	-current	Hi voltage
5 A	37.8 mJ	1.46 ms	49 mA	24.3 kV
6 A	54.5 mJ	1.74 ms	59 mA	28.9 kV
7 A	69.8 mJ	1.97 ms	69 mA	33.2 kV
7.5 A	77.6 mJ	2.04 ms	74 mA	35.8 kV
8 A	83.0 mJ	2.11 ms	77 mA	37.7 kV
8.5 A	88.0 mJ	2.16 ms	81 mA	39.0 kV

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P65 has no integrated transistor and requires an ECU with internal ignition power stages, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

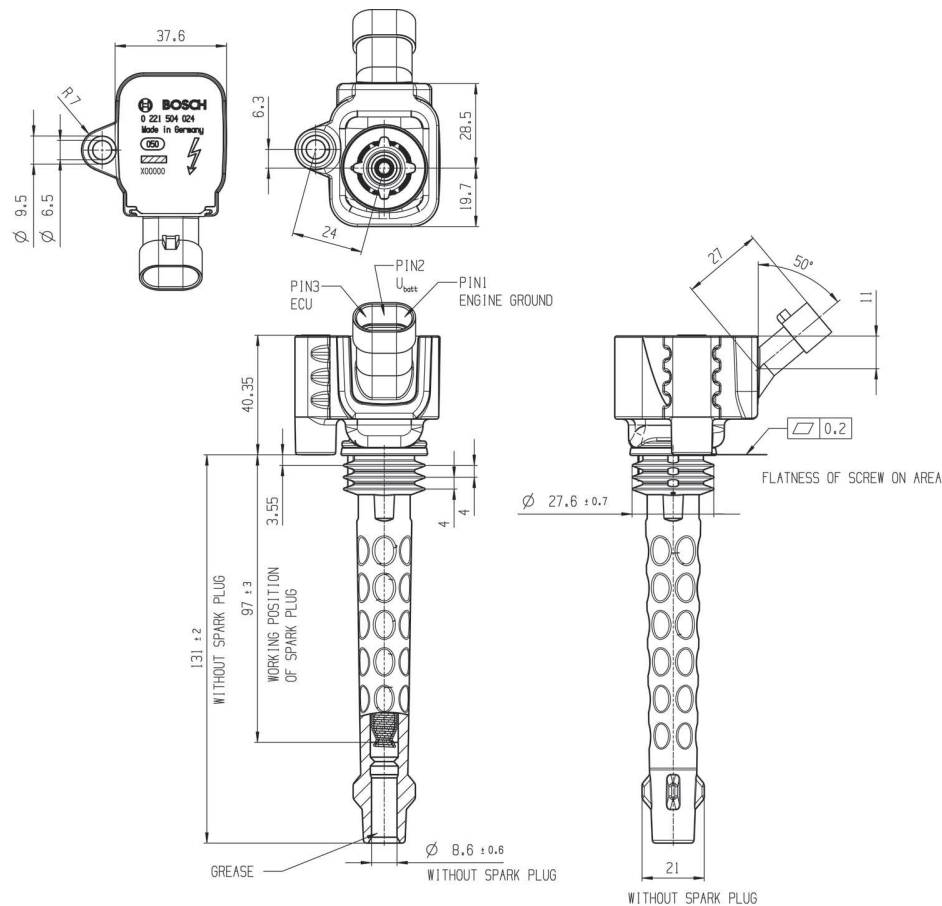
Ordering Information

Ignition Coil P65

Order number **0 221 504 024**

4

Dimensions



Ignition Coil P65-T



4

Features

- ▶ Max. 33 kV
- ▶ Max. 65 mJ
- ▶ Max. 10,000 1/min (with reduced dwell time)
- ▶ Developed for GDI engines

This single fire coil is a low cost concept designed for direct mounting on the cylinder head. The coil P65-T has an integrated transistor and requires an ECU with internal ignition drivers.

Application

Spark energy	≤ 65 mJ
Primary current	≤ 7.0 A
Operating temperature range at outer core	-40 to 140°C
Storage temperature range	-40 to 140°C
Max. vibration	≤ 480 m/s ² at 5 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	143 mm
Weight	223 g
Mounting	Screw fastening
Fits to spark plugs with a ceramic diameter of 10 mm	

Electrical Data

Primary resistance with wire	Incapable of measurement
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.4 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 33 kV

Spark current	≤ 70 mA
Spark duration at 1 kV 1 MOhm	≤ 1.85 ms
Noise suppression	Inductive and 1 kOhm resistance
Integrated suppression diode / EFU	
Integrated power stage	

Characteristic

Measured with power stage	BIP 385
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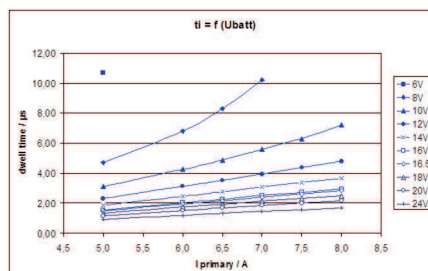
Connectors and Wires

Connector	Tyco 0-1488991-1
Mating connector	F 02U B00 555-01
Pin 1	ECU ignition signal
Pin 2	ECU GND
Pin 3	U _{batt}

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	5.0 A	5.5 A	6.0 A	6.5 A	7.0 A	7.5 A
Max. 1000 /min	10	9	8	7	6	5
6 V	10.7	11.6				
8 V	4.7	5.4	6.8	8.3	10.2	
10 V	3.1	3.55	4.25	4.87	5.6	6.3
12 V	2.32	2.66	3.12	3.51	3.94	4.36
14 V	1.86	2.1	2.45	2.75	3.07	3.36
16 V	1.55	1.77	2.03	2.26	2.51	2.73
16.5 V	1.49	1.7	1.95	2.17	2.40	2.61
18 V	1.34	1.51	1.73	1.92	2.13	2.31
20 V	1.16	1.33	1.51	1.67	1.85	2.0
24 V	0.93	1.05	1.19	1.32	1.45	1.57

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement

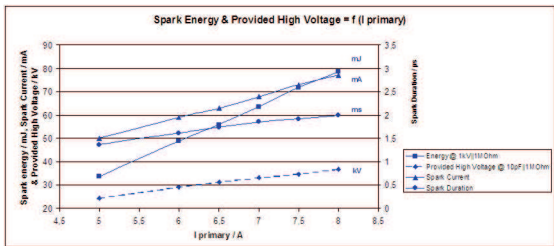


Dwell time

Spark energy and provided high voltage

I _{prim.}	Spark energy	-duration	-current	Hi voltage
5 A	33.7 mJ	1.37 ms	50 mA	24.4 kV
5.5 A	42 mJ	1.54 ms	54 mA	27.0 kV

6 A	48.9 mJ	1.62 ms	59 mA	29.1 kV
6.5 A	55.9 mJ	1.74 ms	63 mA	31.2 kV
7 A	63.6 mJ	1.85 ms	68 mA	33.2V
7.5 A	71.9 mJ	1.92 ms	73 mA	34.7 kV



Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P65-T has an integrated transistor and requires an ECU with internal ignition drivers with 10 to 20 mA current output.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

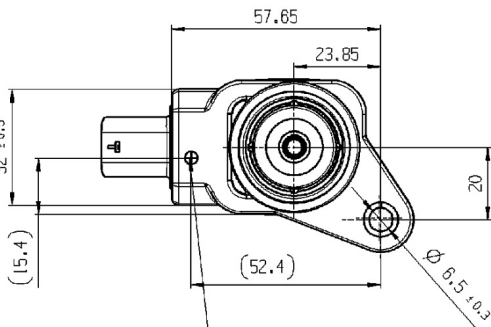
Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

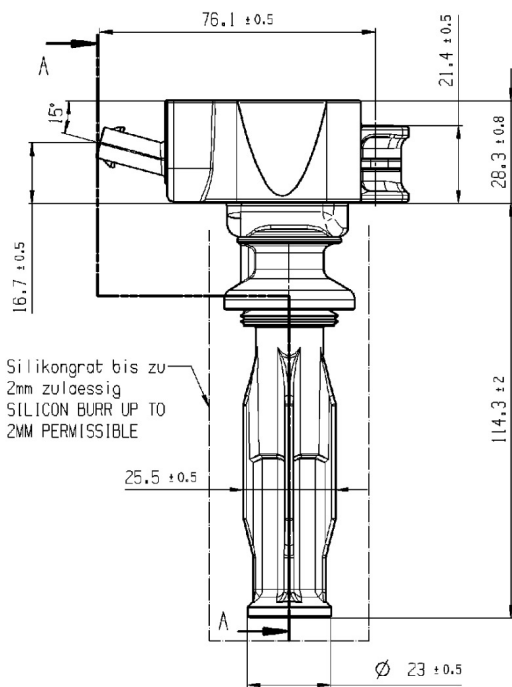
Ordering Information

Ignition Coil P65-T
Order number **0 221 604 024**

Dimensions



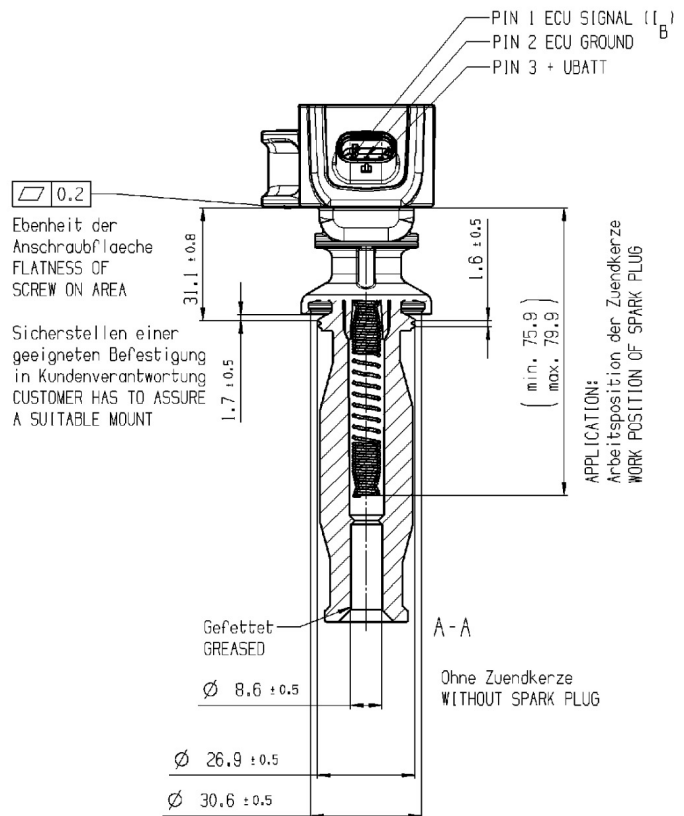
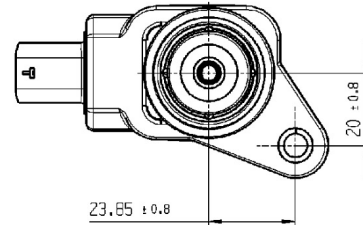
Temperatur-Messpunkt
Endstufe
TEMPERATURE MEASURING
POINT POWER STAGE



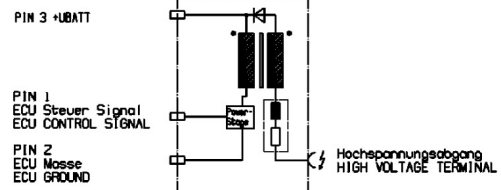
Silikongrat bis zu
2mm zulässig
SILICON BURR UP TO
2MM PERMISSIBLE

Ohne Zündkerze
WITHOUT SPARK PLUG

Darstellung ohne Kerzenmantel und Feder
EXPOSITION WITHOUT SPARK PLUG CONNECTOR
AND SPRING



Schaltbild
CIRCUIT DIAGRAM:



Ignition Coil P65-TWG



Features

- ▶ Max. 33 kV
- ▶ Max. 65 mJ
- ▶ Connection for high voltage wire
- ▶ Max. 10,000 1/min (with reduced dwell time)
- ▶ Developed for GDI engines

This single fire coil is a low cost concept designed to connect a high voltage wire on the coil. The coil has an integrated transistor and requires an ECU with internal ignition drivers.

Application

Spark energy	≤ 65 mJ
Primary current	≤ 7.0 A
Operating temperature range at outer core	-40 to 140°C
Storage temperature range	-40 to 140°C
Max. vibration	≤ 250 m/s ² at 5 to 2,000 Hz

Technical Specifications

Mechanical Data

Length	83 mm
Weight	210 g
Mounting	Screw fastening

Electrical Data

Primary resistance with wire	Incapable of measurement
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.4 kV/μs
Max. high voltage at	≤ 33 kV
Spark current	≤ 70 mA

Spark duration at 1 kV 1 MOhm	≤ 1.85 ms
Noise suppression	Inductive and 1 kOhm resistance
Integrated suppression diode / EFU	
Integrated power stage	

Characteristic

Measured with power stage	BIP 385
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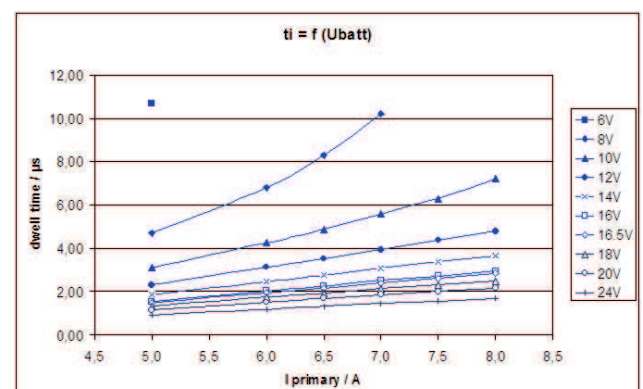
Connectors and Wires

Connector primary side	Tyco 0-1488991-1
Mating connector primary side	F 02U B00 555-01
Pin 1	ECU ignition signal
Pin 2	ECU GND
Pin 3	U _{batt}
30 kV grid connector	See Accessories

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	5.0 A	5.5 A	6.0 A	6.5 A	7.0 A	7.5 A
Max. 1000 /min	10	9	8	7	6	5
6 V	10.7	11.6				
8 V	4.7	5.4	6.8	8.3	10.2	
10 V	3.1	3.55	4.25	4.87	5.6	6.3
12 V	2.32	2.66	3.12	3.51	3.94	4.36
14 V	1.86	2.1	2.45	2.75	3.07	3.36
16 V	1.55	1.77	2.03	2.26	2.51	2.73
16.5 V	1.49	1.7	1.95	2.17	2.40	2.61
18 V	1.34	1.51	1.73	1.92	2.13	2.31
20 V	1.16	1.33	1.51	1.67	1.85	2.0
24 V	0.93	1.05	1.19	1.32	1.45	1.57

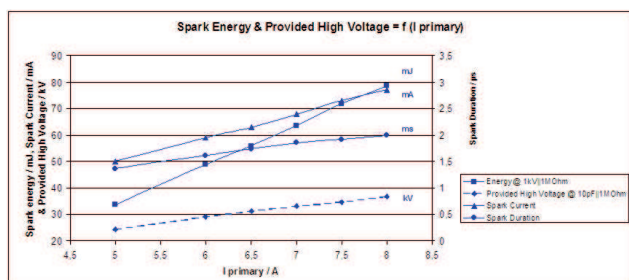
Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement



Dwell time

Spark energy and provided high voltage

I prim.	Spark energy	-duration	-current	Hi voltage
5 A	33.7 mJ	1.37 ms	50 mA	24.4 kV
5.5 A	42 mJ	1.54 ms	54 mA	27.0 kV
6 A	48.9 mJ	1.62 ms	59 mA	29.1 kV
6.5 A	55.9 mJ	1.74 ms	63 mA	31.2 kV
7 A	63.6 mJ	1.85 ms	68 mA	33.2V
7.5 A	71.9 mJ	1.92 ms	73 mA	34.7 kV



Spark Energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug (high voltage wire).

The coil P65-T has an integrated transistor and requires an ECU with internal ignition drivers with 10 to 20 mA current output.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil P65-TWG

Order number **F 02U V02 429-01**

Accessories

High Voltage Connector straight

Please ask your local Bosch Service

Order number **0 356 200 015**

High Voltage Connector angled

Please ask your local Bosch Service

Order number **0 356 250 035**

M3 Connector inside (required for every HV Connector)

Please ask your local Bosch Service

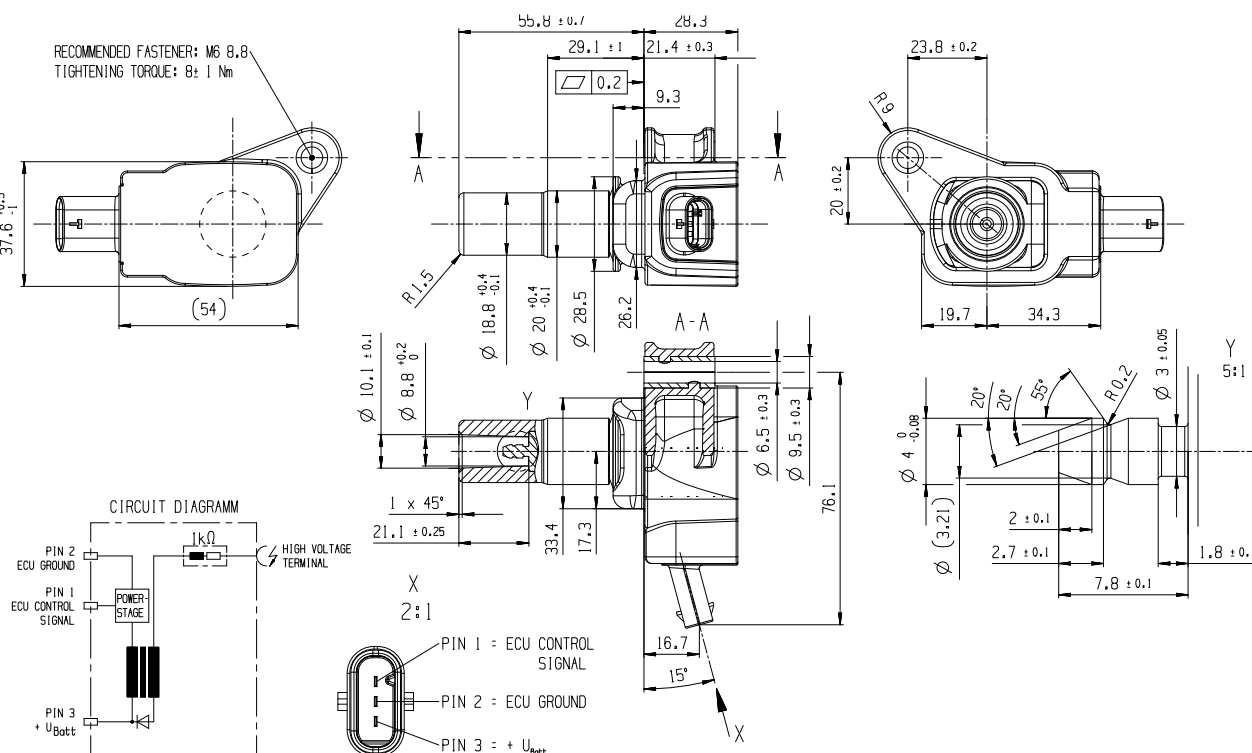
Order number **1 350 521 001**

High Voltage Wire 50 m

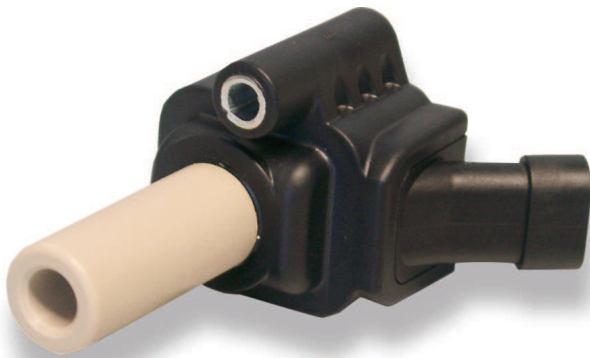
Please ask your local Bosch Service

Order number **5 956 563 015**

Dimensions



Ignition Coil P65-WG



Features

- ▶ Max. 35 kV
- ▶ Max. 65 mJ
- ▶ Connection for 30 kV high voltage wire with locking pin (European standard)
- ▶ Max. 10,000 1/min
- ▶ Developed for GDI engines

This single fire coil is a low cost concept, designed to get connected to the spark plug via a high voltage wire. The high voltage connector is specified according to the European standard.

The performance of the coil fulfills the demands of modern GDI engines.

The main benefits of this product are the high packaging flexibility and its high electrical performance at low costs.

Application

Spark energy	≤ 65 mJ
Primary current	≤ 7.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 250 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Length	See offer drawing
Weight w/o wire	< 222 g
Mounting	Screw fastening

Electrical Data

Primary resistance	570 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.9 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 74 mA
Spark duration at 1 kV 1 MOhm	≤ 2.0 ms
Noise suppression	Inductive and 1 kOhm resistance
Suppression diode / EFU	Integrated

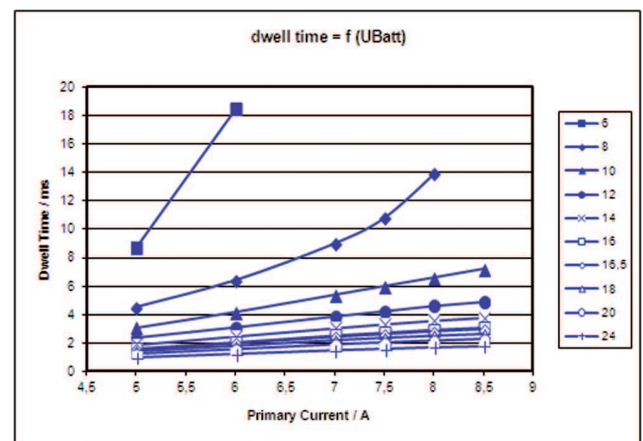
Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} = 600 V)
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Connectors and Wires

Connector	Tyco AMP
Mating connector	D 261 205 350-01
Pin 1	Engine GND
Pin 2	U _{batt}
Pin 3	ECU ignition power stage

Characteristic dwell times [ms]

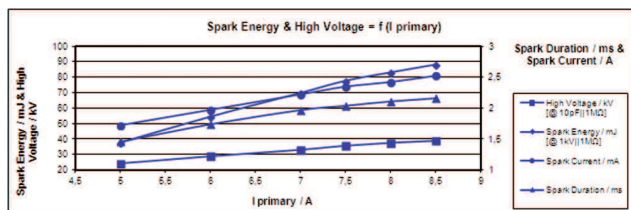


Dwell time

U _{batt}	I primary					
	5.0 A	6.0 A	7.0 A	7.5 A	8.0 A	8.5 A
6 V	8.74	18.5				
8 V	4.5	6.4	9	10.8	13.9	
10 V	3.1	4.2	5.4	6	6.6	7.2
12 V	2.36	3.1	3.88	4.25	4.63	4.92
14 V	1.9	2.48	3.05	3.32	3.57	3.77
16 V	1.61	2.06	2.53	2.73	2.93	3.08
18 V	1.55	2	2.43	2.62	2.81	2.95
20 V	1.39	1.77	2.16	2.33	2.48	2.6
22 V	1.22	1.54	1.88	2.02	2.15	2.26
24 V	0.97	1.23	1.49	1.6	1.71	1.78

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement

Spark energy and provided high voltage



Spark energy

I prim.	Spark energy	-duration	-current	Hi voltage
5 A	37.8 mJ	1.46 ms	49 mA	24.3 kV
6 A	54.5 mJ	1.74 ms	59 mA	28.9 kV
7 A	69.8 mJ	1.97 ms	69 mA	33.2 kV
7.5 A	77.6 mJ	2.04 ms	74 mA	35.8 kV
8 A	83.0 mJ	2.11 ms	77 mA	37.7 kV
8.5 A	88.0 mJ	2.16 ms	81 mA	39.0 kV

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P65 has no integrated transistor and requires an ECU with internal ignition power stages, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil P65-WG

Order number **F 02U V01 927-01**

Accessories

High Voltage Connector straight

Please ask your local Bosch Service

Order number **0 356 200 015**

High Voltage Connector angled

Please ask your local Bosch Service

Order number **0 356 250 035**

M3 Connector inside (required for every HV Connector)

Please ask your local Bosch Service

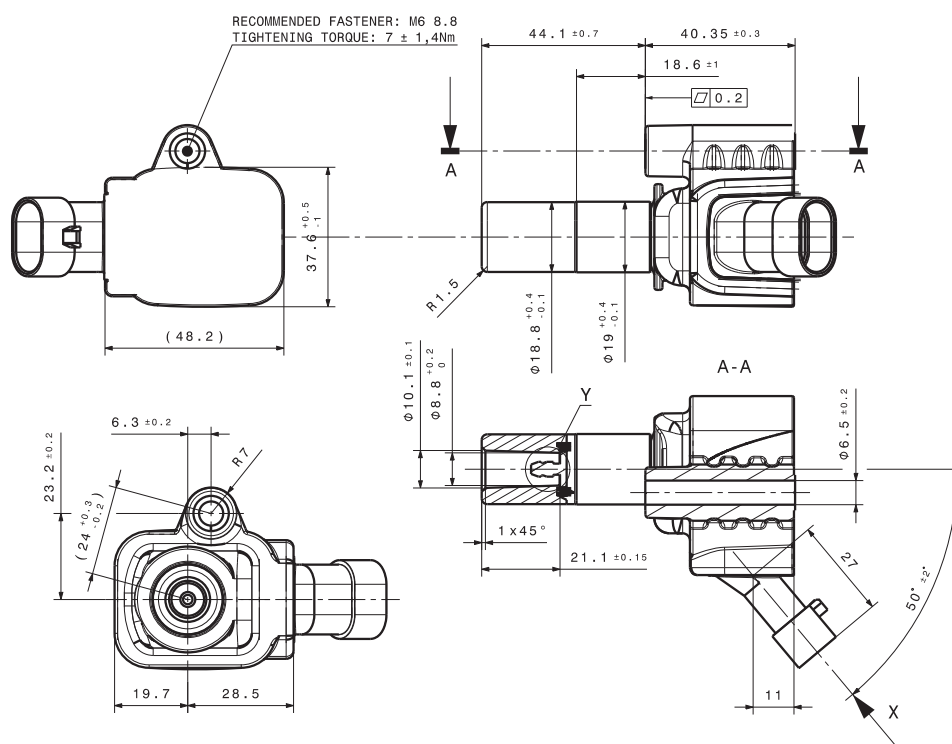
Order number **1 350 521 001**

High Voltage Wire 50 m

Please ask your local Bosch Service

Order number **5 956 563 015**

Dimensions



Ignition Coil P65-WS



Features

- ▶ Max. 35 kV
- ▶ Max. 65 mJ
- ▶ Connection for high voltage wire according to SAE (American standard)
- ▶ Max. 10,000 1/min
- ▶ Developed for GDI engines

This single fire coil is a low cost concept, designed to get connected to the spark plug via a high voltage wire. The high voltage connector is specified according to the SAE standard.

The performance of the coil fulfills the demands of modern GDI engines.

The main benefits of this product are the high packaging flexibility and its high electrical performance at low costs.

Application

Spark energy	≤ 65 mJ
Primary current	≤ 7.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 250 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Length	See offer drawing
Weight w/o wire	< 222 g
Mounting	Screw fastening

Electrical Data

Primary resistance	570 mOhm
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.9 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 35 kV
Spark current	≤ 74 mA
Spark duration at 1 kV 1 MOhm	≤ 2.0 ms
Noise suppression	Inductive and 1 kOhm resistance
Suppression diode / EFU	Integrated

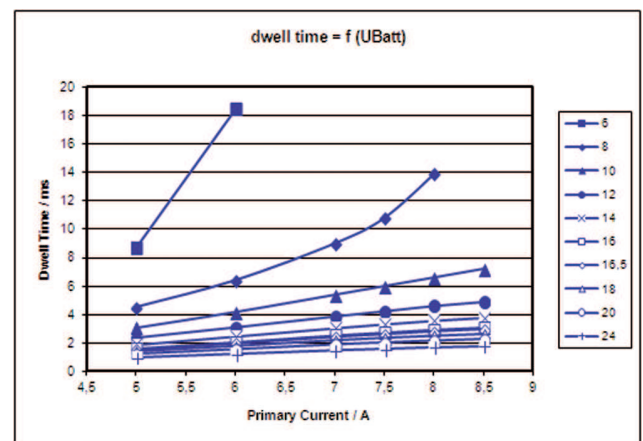
Characteristic

Measured with power stage	IGBT IRG4BC40S (U _{ce} = 600 V)
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Connectors and Wires

Connector	Tyco AMP
Mating connector	D 261 205 350-01
Pin 1	Engine GND
Pin 2	U _{batt}
Pin 3	ECU ignition power stage

Characteristic dwell times [ms]

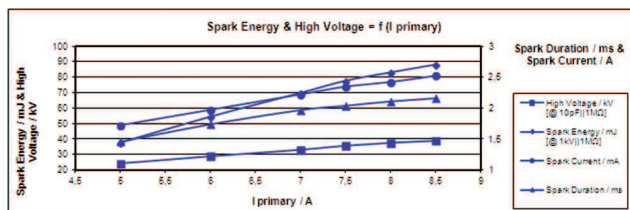


Dwell time

U _{batt}	I primary					
	5.0 A	6.0 A	7.0 A	7.5 A	8.0 A	8.5 A
6 V	8.74	18.5				
8 V	4.5	6.4	9	10.8	13.9	
10 V	3.1	4.2	5.4	6	6.6	7.2
12 V	2.36	3.1	3.88	4.25	4.63	4.92
14 V	1.9	2.48	3.05	3.32	3.57	3.77
16 V	1.61	2.06	2.53	2.73	2.93	3.08
18 V	1.55	2	2.43	2.62	2.81	2.95
20 V	1.39	1.77	2.16	2.33	2.48	2.6
22 V	1.22	1.54	1.88	2.02	2.15	2.26
24 V	0.97	1.23	1.49	1.6	1.71	1.78

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement

Spark energy and provided high voltage



Spark energy

I prim.	Spark energy	-duration	-current	Hi voltage
5 A	37.8 mJ	1.46 ms	49 mA	24.3 kV
6 A	54.5 mJ	1.74 ms	59 mA	28.9 kV
7 A	69.8 mJ	1.97 ms	69 mA	33.2 kV
7.5 A	77.6 mJ	2.04 ms	74 mA	35.8 kV
8 A	83.0 mJ	2.11 ms	77 mA	37.7 kV
8.5 A	88.0 mJ	2.16 ms	81 mA	39.0 kV

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

The coil P65 has no integrated transistor and requires an ECU with internal ignition power stages, e.g. IGBT IRG4BC40S or BIP.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil P65-WS

Order number **F 02U V01 926-01**

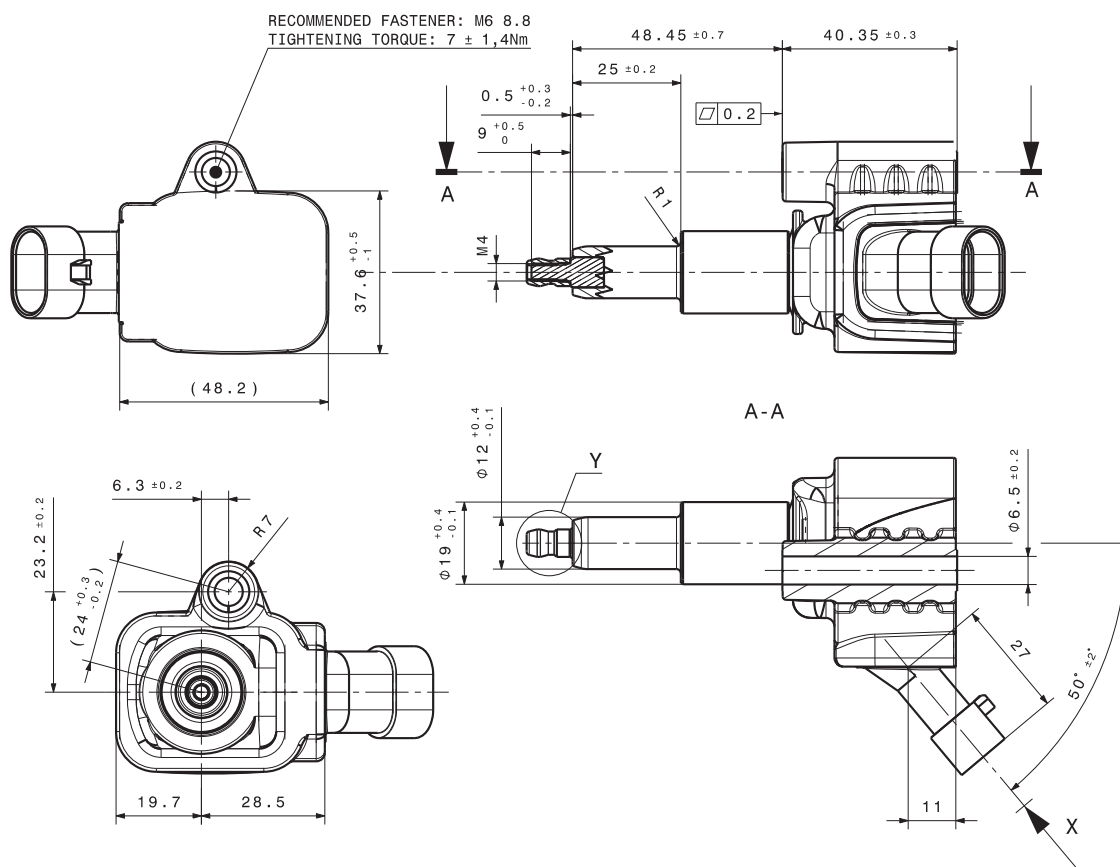
Accessories

High Voltage Connector angled

Please ask your local Bosch Service

Order number **0 356 250 035**

Dimensions



Ignition Coil PS-T



Features

- ▶ Max. 27 kV
- ▶ Max. 42 mJ
- ▶ Max. 1.5 kV/μs
- ▶ Max. 10,000 1/min

This pencil coil is a basic low cost concept designed for cylinder head installation.

The coil PS-T has an integrated transistor and requires an ECU with internal ignition drivers.

The coil is only designed for spark plug shaft mounting. It is a basic concept for ignition applications.

Application

Spark energy	≤ 42 mJ
Primary current	≤ 7.5 A
Operating temperature range at outer core	-20 to 140°C
Storage temperature range	-40 to 100°C
Max. vibration	≤ 800 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Diameter	22 mm
Weight	202 g
Mounting	Screw fastening

Electrical Data

Primary resistance with wire	Incapable of measurement
Secondary resistance	Incapable of measurement
High voltage rise time	≤ 1.5 kV/μs
Max. high voltage at 1 MOhm 10 pF	≤ 27 kV

Spark current	≤ 80 mA
Spark duration at 1 kV 1 MOhm	≤ 1.1 ms
Noise suppression	Inductive
Suppression diode / EFU	Integrated
Power stage	Integrated

Characteristic

Measured with power stage	BIP 355
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Connectors and Wires

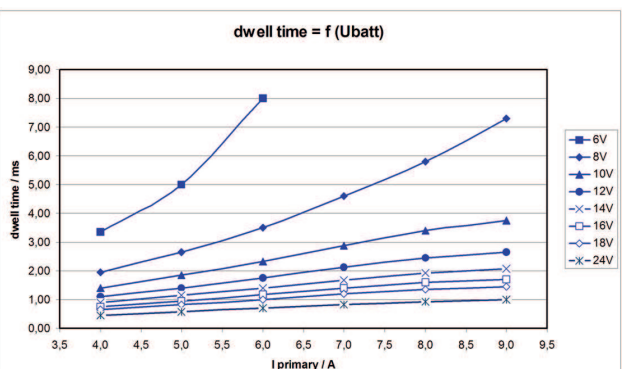
Connector	Bosch Compact
Mating connector	D 261 205 336-01
4-pole Compact	
Pin 1	ECU ignition signal
Pin 2	ECU GND
Pin 3	Engine GND
Pin 4	U _{batt}

Various motorsport and automotive connectors are available on request.

Characteristic dwell times [ms]

U _{batt}	I _{primary}					
	4.0 A	5.0 A	6.0 A	7.0 A	8.0 A	9.0 A
6 V	2.90	4.20	6.30	14.4	-	-
8 V	1.83	2.45	3.17	4.10	5.10	6.20
10 V	1.33	1.74	2.18	2.68	3.16	3.49
12 V	1.05	1.35	1.68	2.02	2.33	2.53
14 V	0.86	1.11	1.35	1.62	1.85	1.99
16 V	0.73	0.93	1.14	1.35	1.54	1.65
20 V	0.56	0.71	0.86	1.02	1.15	1.23
22 V	0.50	0.64	0.77	0.91	1.02	1.09
24 V	0.46	0.58	0.70	0.82	0.92	0.98

Measured values are without loom resistance. Loom resistance must be less than the primary resistance. The needed dwell time is to be verified through current measurement

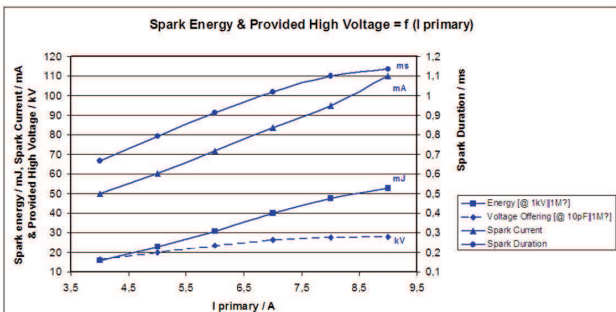


Dwell time

Spark energy and provided high voltage

I _{prim.}	Spark energy	-duration	-current	Hi voltage
4 A	15.0 mJ	0.650 ms	46 mA	15.6 kV

5 A	22.8 mJ	0.793 ms	62 mA	19.3 kV
6 A	30.2 mJ	0.904 ms	73 mA	22.7 kV
7 A	38.2 mJ	1.010 ms	84 mA	26.0 kV
8 A	47.9 mJ	1.101 ms	96 mA	28.8 kV
9 A	52.9 mJ	1.130 ms	100 mA	30.2 kV

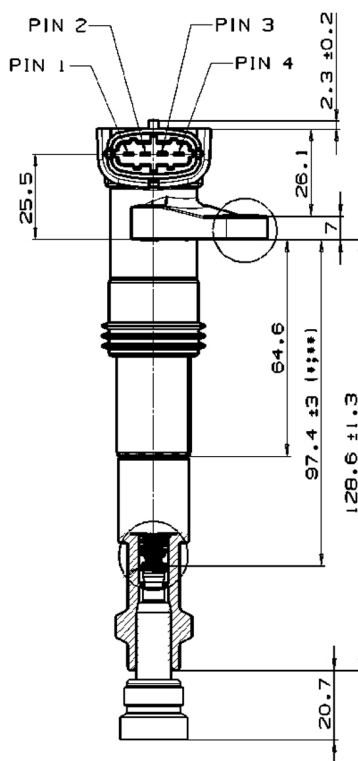
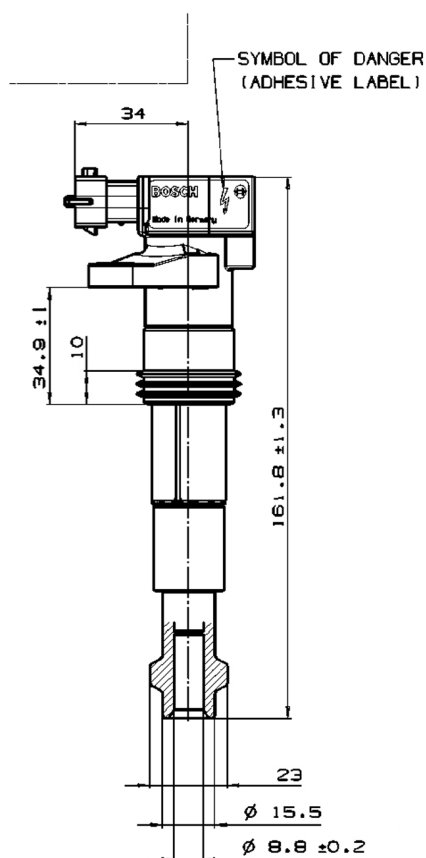


Spark energy

Installation Notes

During mounting of the spark plug please pay attention that full clamping and proper contacts are made to ensure safe connection between coil and spark plug.

Dimensions



The coil PS-T has an integrated transistor and requires an ECU with internal ignition drivers, e.g. MS 4.x or MS 4.x Sport.

For technical reasons the values of the coils may vary.

Please regard the specified limit values.

Please find further application hints in the offer drawing at our homepage.

In case of ignition-caused malfunctions, please use screened sensor wires.

Design Note

We strongly recommend the design of the spark plug shaft has to ensure that there are no sharp edges in the shaft geometry due to design or machining. Only in compliance with this recommendation, a proper function can be ensured.

Ordering Information

Ignition Coil PS-T

Order number 0 221 604 103

Overview

Ignition Module IM 3.2



- Max. 3 cylinders
- 47 g
- Fits to all ECUs without internal ignition power stage like MS 6
- Especially adapted for Coils P50(-M) and P65

Ignition Module IM 4



- Max. 4 cylinders
- 54 g
- Fits to all ECUs without internal ignition power stage like MS 6
- Especially adapted for Coils P50(-M) and P65

Ignition Module IM 3.2



4

Features

- ▶ Max. 3 cylinders
- ▶ 47 g
- ▶ Fits to all ECUs without internal ignition power stage like MS 6
- ▶ Especially adapted for Coils P50(-M) and P65

This module is an external ignition power stage capable of supplying up to three non-transistorized ignition coils.

The IM input signal should be supplied by an ECU with ignition signal outputs in the range of 10 to 20 mA, e.g. MS 6.

The IM unit combines the robustness of a high quality production part with good electrical performance to provide an ideal solution for adapting non-transistorized coils to an ECU without internal ignition driver stages.

Application

Primary current	≤ 8.5 A
Clamp voltage	380 ± 30 V
Operating temperature range at measuring point	-40 to 120°C
Storage temperature range	-40 to 130°C
Max. rpm (ensure chilled mounting position)	8,000
Max. vibration	400 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Size	71 x 48 x 21 mm
Weight w/o wire	47 g

Mounting	2 x M4 screws with spring washer
Operating temperature	-40 to 110°C
Permissible fuel temperatures	≤ 70°C

Electrical Data

U _{Batt} typical	13.5 V
Voltage supply	6 to 16.5 V
I _B high active on	min. 10 mA
I _B low off	0 mA
I _B	10 to 22 mA
I _C typical	≤ 8.5 A
I _C max. at T _U < 120°C	< 10 A
U _{CE} satt at I _C = 5 A	< 3 V
U _{CE} satt at I _C max	< 9 V

Characteristic

Characteristic dwell time	See characteristic dwell time from the ignition coil used
Internal transistor	Triple Darlington

Connectors and Wires

Connector	Bosch Jetronic 7-pole
Mating connector	F 02U B00 252-01
7-pole Jetronic	
Pin 1	Collector transistor 1
Pin 2	Basis transistor 1
Pin 3	Collector transistor 2
Pin 4	Gnd
Pin 5	Basis transistor 2
Pin 6	Collector transistor 3
Pin 7	Basis transistor 3

Installation Notes

This ignition module can be used with Coils P50(-M) and P65 or comparable coils.

Please ensure that the connectors are safe from water.

The IM has to be mounted onto a cooling body. The mounting surface needs a planarity of 0.2 mm.

A heat conductive paste has to be used.

This ignition module is designed for use with engine control units which have no integrated ignition transistor.

Please observe the specified limit values.

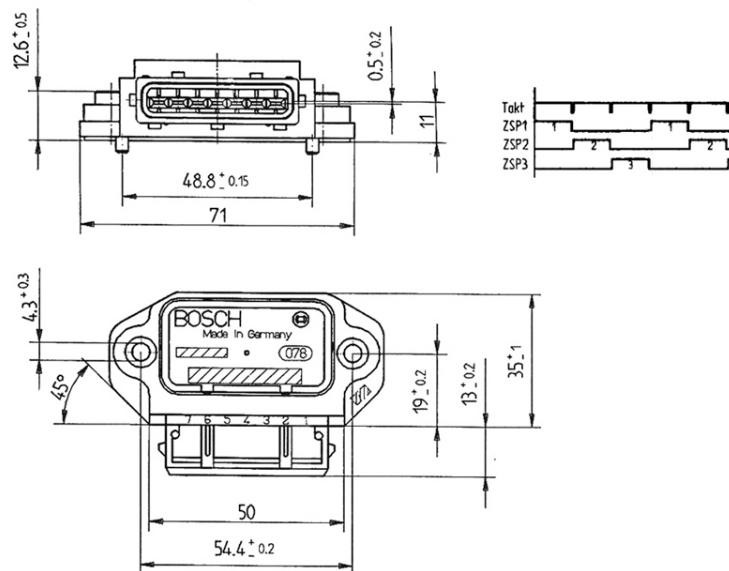
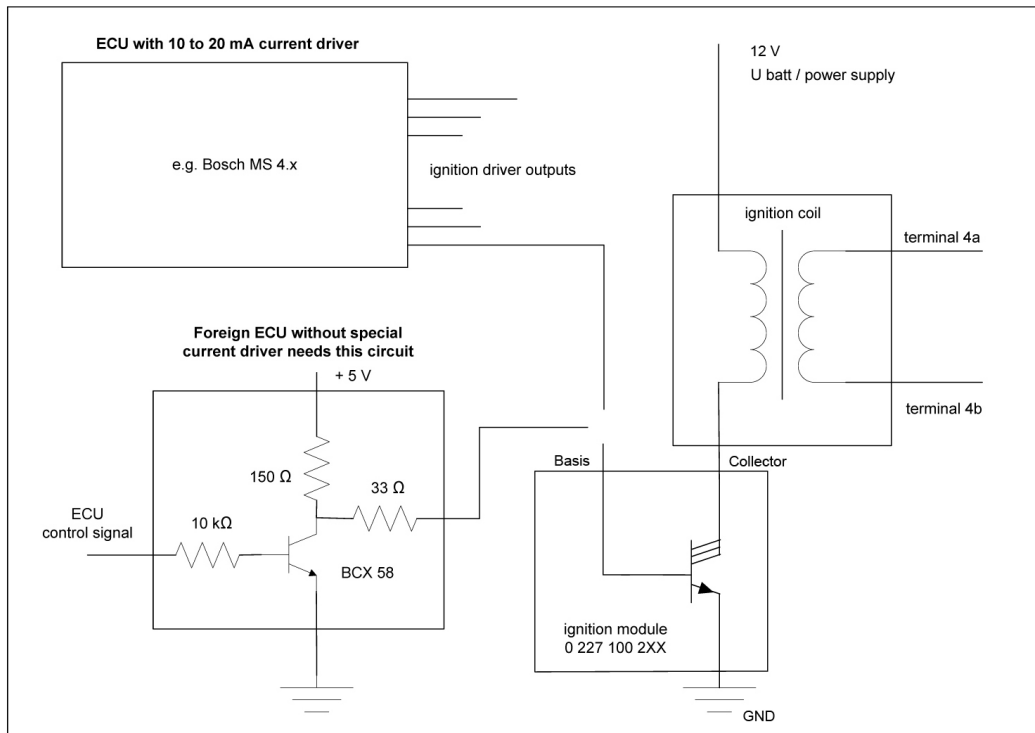
Please do not activate more than one ignition output stage parallel within a module.

Please find further application hints in the offer drawing at our homepage.

Ordering Information

Ignition Module IM 3.2
Order number **0 227 100 203**

Dimensions



Ignition Module IM 4



4

Features

- ▶ Max. 4 cylinders
- ▶ 54 g
- ▶ Fits to all ECUs without internal ignition power stage like MS 6
- ▶ Especially adapted for Coils P50(-M) and P65

This module is an external ignition power stage capable of supplying up to four non-transistorized ignition coils.

The IM input signal should be supplied by an ECU with ignition signal outputs in the range of 10 to 20 mA, e.g. MS 6.

The IM unit combines the robustness of a high quality production part with good electrical performance to provide an ideal solution for adapting non-transistorized coils to an ECU without internal ignition driver stages.

Application

Primary current	≤ 8.5 A
Clamp voltage	380 ± 30 V
Operating temperature range at measuring point	-40 to 120°C
Storage temperature range	-40 to 130°C
Max. rpm (ensure chilled mounting position)	8,000
Max. vibration	400 m/s ² at 5 to 2,500 Hz

Technical Specifications

Mechanical Data

Size	70.5 x 68 x 20 mm
------	-------------------

Weight w/o wire	54 g
Mounting	2 x M4 screws with spring washer

Electrical Data

U_{Batt} typical	13.5 V
Voltage supply	6 to 16.5 V
I_{B} high active on	min. 10 mA
I_{B} low off	0 mA
I_{B}	10 to 22 mA
I_{C} typical	< 8.5 A
I_{C} max. at $T_{\text{U}} < 120^{\circ}\text{C}$	< 10 A
U_{CE} satt at $I_{\text{C}} = 5$ A	< 3 V
U_{CE} satt at I_{C} max	< 9 V

Connectors and Wires

Connector (Coil T1)	Bosch Jetronic 4-pole
Mating connector	D 261 205 351-01
Jetronic 4-pole	
Pin 1	Collector transistor 4
Pin 2	Collector transistor 3
Pin 3	Collector transistor 2
Pin 4	Collector transistor 1
Connector (ECU)	Bosch Jetronic 5-pole
Mating connector	D 261 205 352-01
Jetronic 5-pole	
Pin 1	Basis transistor 1
Pin 2	Basis transistor 2
Pin 3	Gnd
Pin 4	Basis transistor 3
Pin 5	Basis transistor 4

Installation Notes

This ignition module can be used with Coils P50(-M) and P65 or comparable coils.

Please ensure that the connectors are safe from water.

The IM has to be mounted onto a cooling body. The mounting surface needs a planarity of 0.2 mm.

A heat conductive paste has to be used.

This ignition module is designed for use with engine control units which have no integrated ignition transistor.

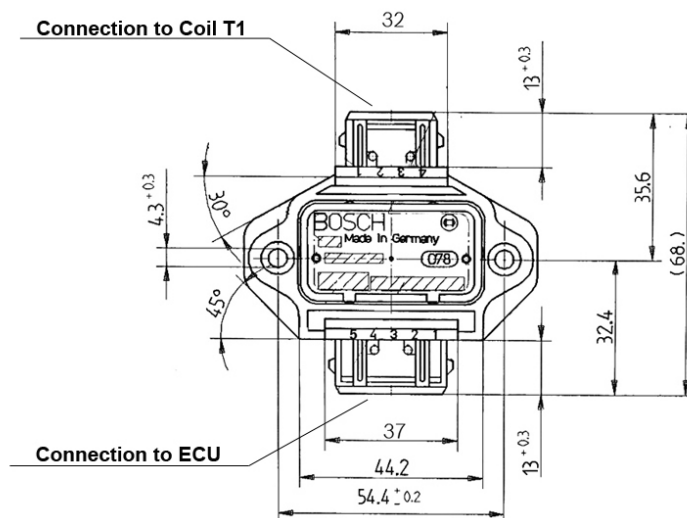
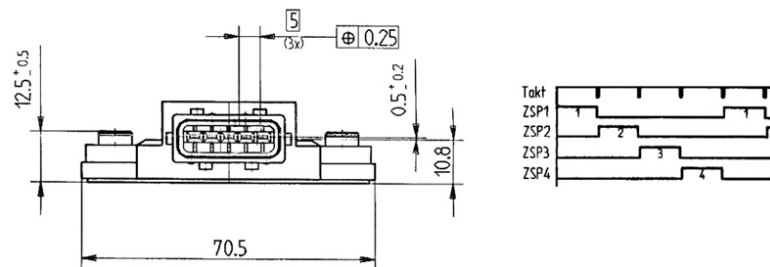
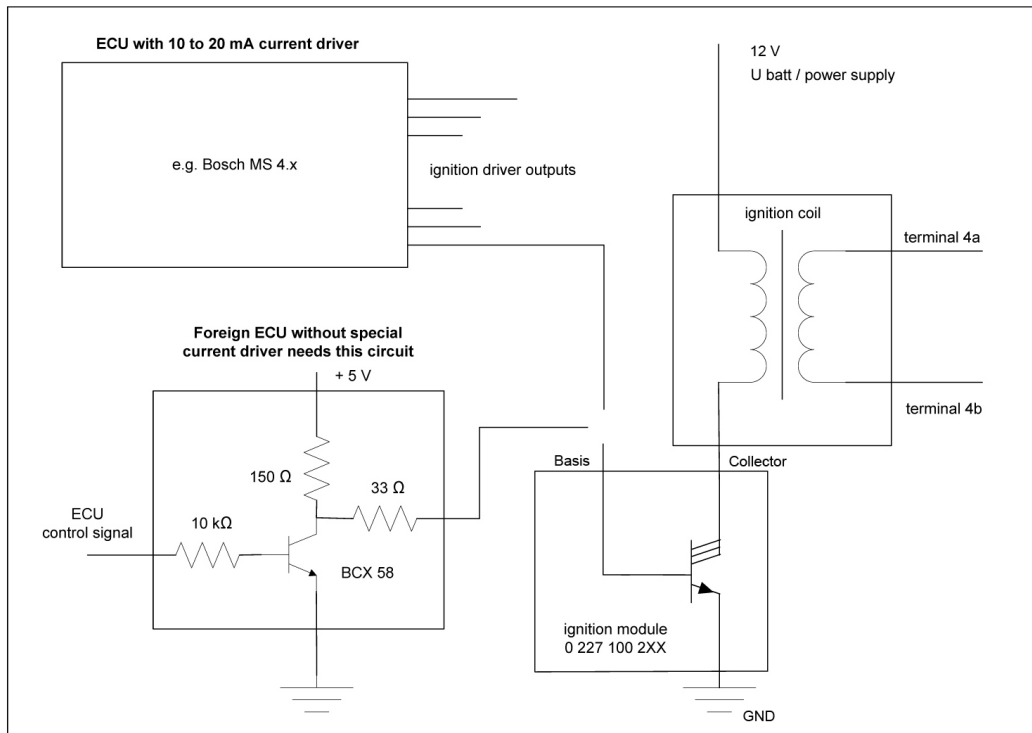
Please observe the specified limit values.

Ordering Information

Ignition Module IM 4

Order number 0 227 100 211

Dimensions



Actuators

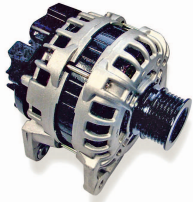
5

Alternators	168
Electronic Throttle Body	176
Power Steering Pump	179
Starter	182
Wiper Motor	184

Overview

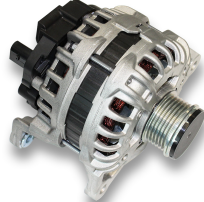
5

Alternator B3 LIN



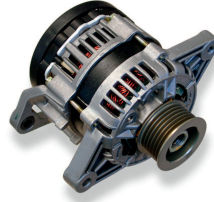
- >200 A
- 4,800 g
- Clockwise rotation
- Electrically and mechanically identical with B3
- Motorsport optimized LIN2.1 regulator with latest ASIC technology

Alternator B5



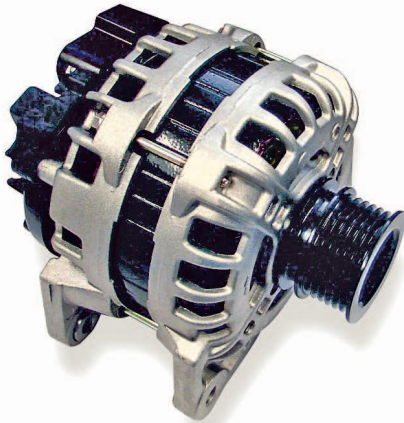
- 150 A
- 5,600 g
- Clockwise rotation
- With multifunctional regulator

Alternator GCM1



- 140 A
- 3,400 g
- Clockwise or anticlockwise rotation
- Special lightweight aluminum pulley available

Alternator B3 LIN



Features

- ▶ >200 A
- ▶ 4,800 g
- ▶ Clockwise rotation
- ▶ Electrically and mechanically identical with B3
- ▶ Motorsport optimized LIN2.1 regulator with latest ASIC technology

The B3 LIN is a powerful 12 V motorsport alternator. It has an optimized hand wound stator winding (3 phase triangle), high current diodes (special Zener diode chips from Bosch production to retain load-dumps) and an extra fine balanced rotor with double impregnated winding.

The LIN regulator (special Bosch developed ASIC) controls the alternator output voltage at B+ connection. The main benefit of this alternator is the high power output in a small low weight package. Furthermore it is optimized concerning vibration endurance.

Application

Application	>200 A at 7,000 rpm/85°C
Max. ambient temperature	105°C, high current only with supported cooling air
Max. ambient temperature (short-term)	120°C, high current only with supported cooling air
Rotating direction	Clockwise
Fixed frequency regulation with pulse width modulation	
Stand-by-mode	
Switching-on via LIN interface	
High side output stage with defined ramp steepness and FET as freewheeling „diode“	
Emergency start and default mode	

Adjustable set values via LIN interface

Outputs of status information via LIN interface

Technical Specifications

Mechanical Data

Body material	Cast aluminum
Weight w/o pulley	4.8 kg
Max. rotations	18,000 x 1/min
Moment of inertia	22 kg*cm ²
Outer diameter w/o screw	136 mm
Length w/o pulley	117 mm
Battery B+ connection	M8x1.25
Tightening torque at B+	22 Nm

Electrical Data

Regulating voltage	14.2 V
Temperature compensation	-10 mV/K
High temperature cut off derating	-250 mV/K
Excitation resistor (L)	Internal (external on request)
Cut-in-speed	3,000 x 1/min

Characteristic

Rpm [1/min]	IG [A] at 85°C
3,000	14
4,000	118
5,000	165
6,000	189
7,000	200
8,000	200
9,000	200
10,000	200
11,000	200
12,000	200
14,000	200
16,000	200
18,000	200

Please note: Measured with U=13.1 V and t=20 min

The graph plots Output current [A] on the y-axis (0 to 225) against Drehzahl / revs [1/min] / rpm on the x-axis (2000 to 18000). Five data series are shown for different temperatures: 10°C (blue diamonds), 25°C (red squares), 50°C (green triangles), 85°C (purple circles), and 120°C (cyan crosses). All curves show a rapid increase in current with speed, eventually leveling off. Higher temperatures result in lower current values for the same speed.

Drehzahl / revs [1/min] / rpm	10°C [A]	25°C [A]	50°C [A]	85°C [A]	120°C [A]
3000	15	20	10	12	15
4000	140	135	120	115	75
5000	195	185	175	165	115
6000	200	200	200	185	145
8000	200	200	200	200	180
10000	200	200	200	200	195
12000	200	200	200	200	200
14000	200	200	200	200	200
16000	200	200	200	200	200
18000	200	200	200	200	200

Installation Notes

Typical lifetime: max. 50 h according to Bosch Motorsport standard validation program

For application with severe conditions and/or high volume, please, contact your Bosch Motorsport counterpart in order to define the most appropriate validation program.

Ground connection for power and regulator is through the case. Ensure that the case has a high current, low electrical resistance connection to vehicle ground.

Operating the alternator is only permitted with the installed regulator and a connected 12 V battery (Lithium battery not proved).

An external lamp (on request) can also realize the excitation current.

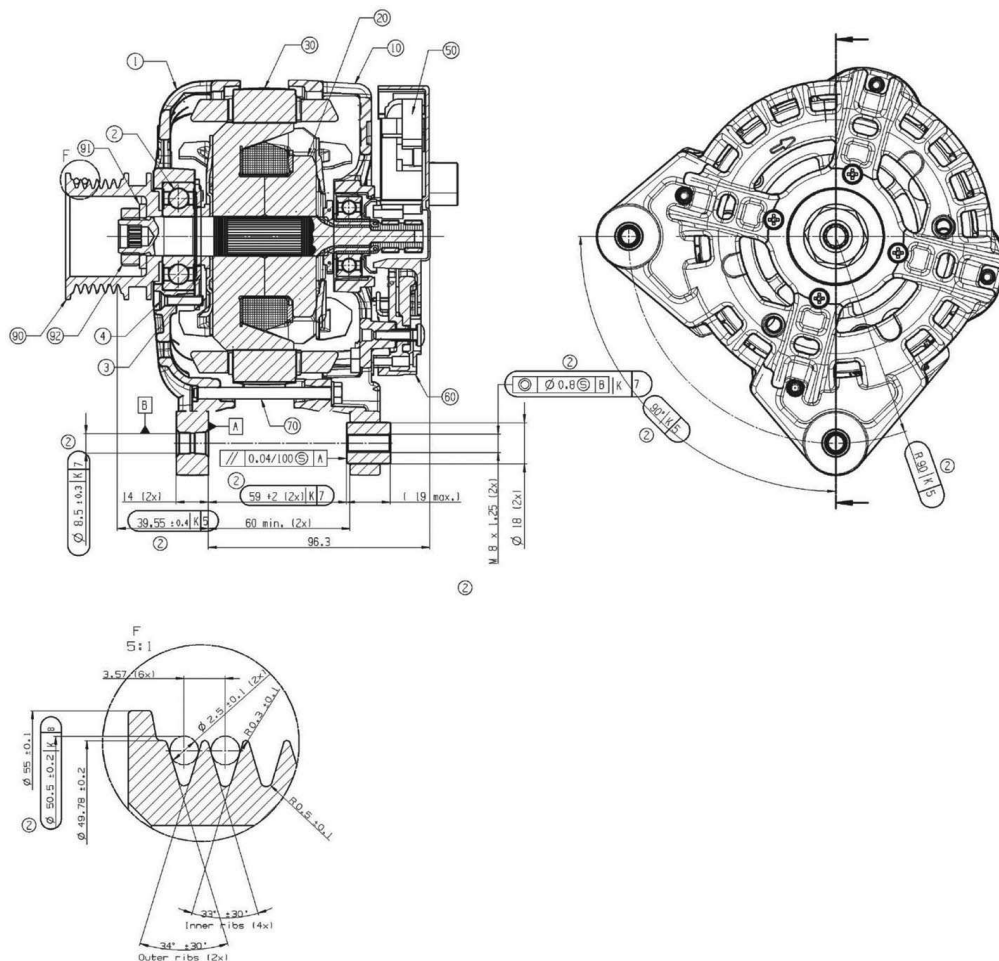
Please find further application hints at our homepage.

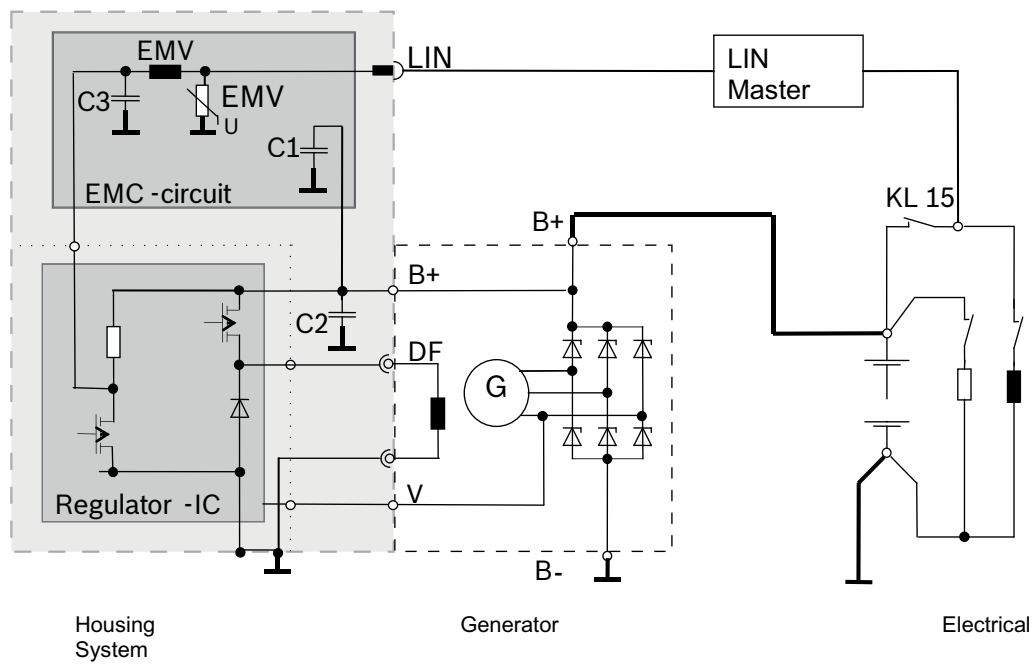
Rectifier diodes are designed and proved for B+ continuous output current of 210 A. The alternator is able to support more current, but this must be restricted for short time to prevent the destroying of rectifier diodes.

Ordering Information

Alternator B3 LIN

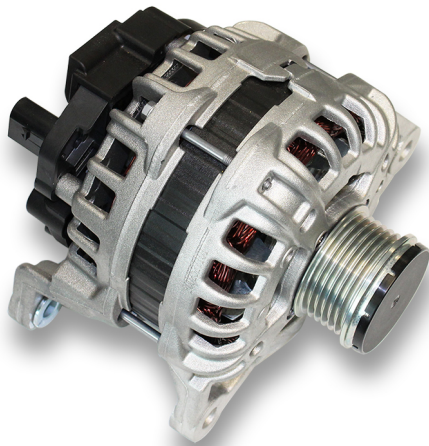
Order number **on request**





Schematic Diagram

Alternator B5



5

Features

- ▶ 150 A
- ▶ 5,600 g
- ▶ Clockwise rotation
- ▶ With multifunctional regulator

The B5 alternator is typical for Cup race cars. Robustness increase for motorsport use. Free-running pulley for reduction of wear. The multifunctional regulator with special developed ASIC by Bosch controls the output voltage at B+ connection. Three arm design allows the use of an clamping arm.

Application

Application	150 A at 6,000 rpm/23°C 122 A at 6,000 rpm/80°C
Max. ambient temperature	105°C, high current only with supported cooling air
Max. ambient temperature (short-term)	120°C, high current only with supported cooling air
Rotating direction	Clockwise

Technical Specifications

Mechanical Data

Body material	Cast aluminum
Weight w/o pulley	5.6 kg
Max. rotations	13,000 x 1/min
Moment of inertia	26 kg*cm ²
Outer diameter w/o screw	156 mm
Length w/o pulley	172 mm
Battery B+ connection	M8
Tightening torque at B+	15 Nm

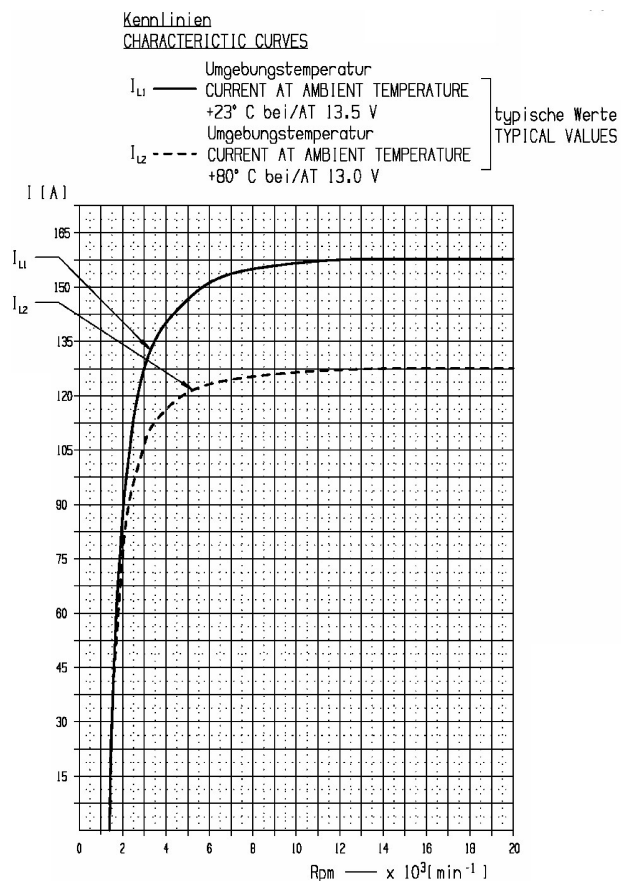
Electrical Data

Regulating voltage	14.2 V
Temperature compensation	-10 mV/K
High temperature cut off derating	-250 mV/K
Excitation resistor (L)	External (internal on request)
Cut-in-speed	1,400 x 1/min

Characteristic

Rpm [1/min]	I _G [A] at 80°C
2,000	75
4,000	114
6,000	123
8,000	125
10,000	126
12,000	127
13,000	127.5

Please note: Measured with U=13.1 V and t=20 min



Installation Notes

Typical lifetime: max. 50 h according to Bosch Motorsport standard validation program

For application with severe conditions and/or high volume, please, contact your Bosch Motorsport counterpart in order to define the most appropriate validation program.

Ground connection for power and regulator is through the case. Ensure that the case has a high current, low electrical resistance connection to vehicle ground.

Operating the alternator is only permitted with the installed regulator and a connected 12 V battery (Lithium battery not proved).

An external lamp (on request) can also realize the excitation current.

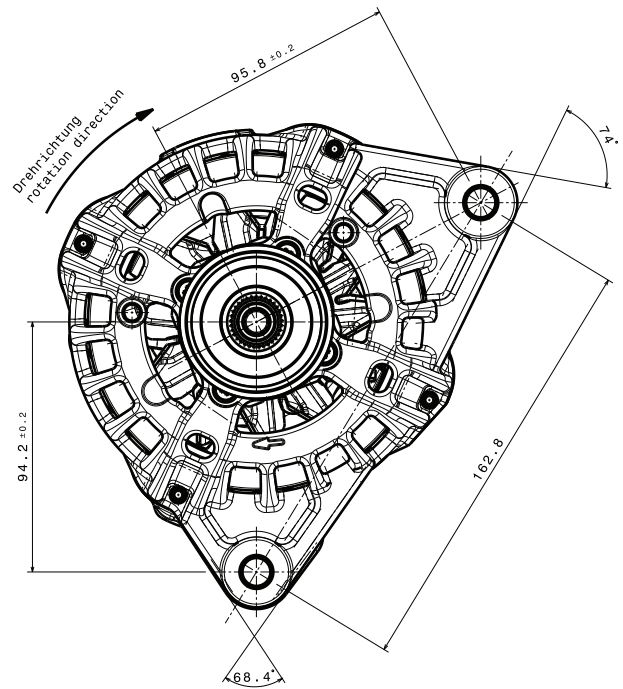
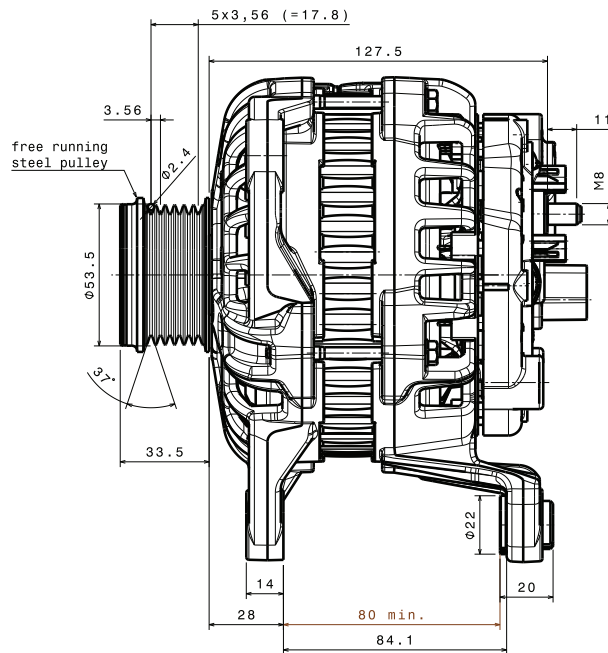
Please find further application hints at our homepage.

Ordering Information

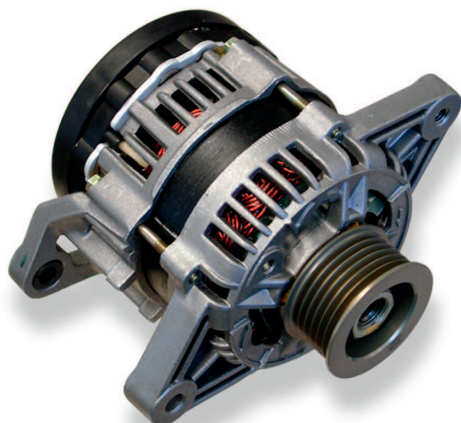
Alternator B5

Order number **F 02U V01 747-03**

Dimensions



Alternator GCM1



5

Features

- ▶ 140 A
- ▶ 3,400 g
- ▶ Clockwise or anticlockwise rotation
- ▶ Special lightweight aluminum pulley available

This alternator is modified for motorsport demand and splash protected. The stator windings are hand-made and optimized for higher current output; the rotor is extra fine balanced and double impregnated. Clockwise and anticlockwise versions are possible, modifications are available on request.

Application

Ambient temperature range	-30 to 90°C
Vibration protection	high
Installation without rubber mounting.	

Technical Specifications

Mechanical Data

Case material	aluminum
Weight	3,400 g
Current regulator unit	integrated
Max. rotations	18,000 x 1/min
Diameter	108 mm
Length without shaft stub	128 mm
Distance between mounting points	154 mm

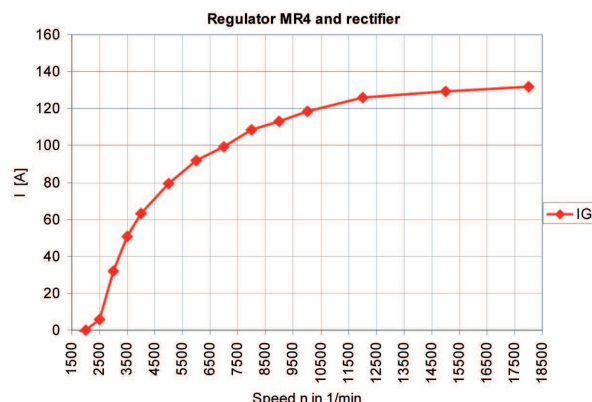
Electrical Data

Rated current	140 A
Output voltage	13.5 V
Cut-in speed	3,000 x 1/min

Coupling	screws
Battery B+	M6
Tightening torque at B+	14 Nm
Control lamp D+	flat-pin connector, see drawing

Characteristic

Rpm [1/min]	I _G [A] at 90°C
2,000	0
2,500	6
3,000	32
3,500	51
4,000	63
5,000	80
6,000	90
7,000	98
8,000	105
9,000	111
10,000	116
12,000	121
15,000	127
18,000	131



Installation Notes

Typical lifetime: max. 50 h according to Bosch Motorsport standard validation program

For application with severe conditions and/or high volume, please, contact your Bosch Motorsport counterpart in order to define the most appropriate validation program.

An external cooling can contribute to increase the performance. It will only be effective if the incoming air is 30°Kelvin cooler than the ambient air. Otherwise, the restriction of airflow will negate any cooling benefits. If these conditions are met, the cooling air should be distributed over the center axis at the rear of the alternator for optimal cooling. The alternator fans are not able to generate negative pressure. It is possible to use external blower to support the al-

Electronic Throttle Body



54 mm
60 mm
68 mm
82 mm

Features

- Many bore diameters available
- Throttle position sensor is redundant
- For flex-fuel, CNG, LPG
- Idle default position

The throttle body is designed to control the fresh air of spark ignition engines in combination with an electronic throttle control system. ETB applications with flex-fuel, CNG and LPG are permissible if injected in the air flow after the throttle body.

A typical ETC system includes the following components: electronic throttle body, accelerator pedal module and electronic control unit.

You will find the available bore diameters in the variations table.

Application

Temperature range	-40 to 140°C
Max. vibration	50 to 250 m/s ² at 50 Hz to 2 kHz

Technical Specifications

Mechanical Data

Available bore diameters	32 mm
	40 mm
	44 mm
	46 mm
	50 mm
	52 mm

Electrical Data

Supply voltage	6 to 16 V
Supply voltage sensor	5 ± 0.2 V
Max. allowed generator current	<10.0 A

Characteristic

Output signal I	0 to 5 V for 0 to 90°
Output signal II	5 to 0 V for 0 to 90°

Connectors and Wires

Various motorsport and automotive connectors are available on request.

Please specify the required wire length with your order.

Installation Notes

For correct mounting please respect the hints on the next page "Mounting position".

The ETB can be connected directly to control units with ETC functionality.

Please find further application hints in the offer drawing at our homepage.

Two redundant sensors control the up to date throttle position.

All ETBs have an idle air position.

Ordering Information

Electronic Throttle Body 32 mm

Order number **0 280 750 148**

Electronic Throttle Body 40 mm

Order number **0 280 750 149**

Electronic Throttle Body 44 mm

Order number **0 280 750 137**

Electronic Throttle Body 46 mm

Order number **F 02U V01 171-01**

Electronic Throttle Body 50 mm

Order number **0 280 Y05 107-10**

Electronic Throttle Body 52 mm

Order number **F 02U V01 184-01**

Electronic Throttle Body 54 mm

Order number **0 280 750 150**

Electronic Throttle Body 60 mm

Order number **0 280 750 151**

Electronic Throttle Body 68 mm

Order number **0 280 750 156**

Electronic Throttle Body 82 mm

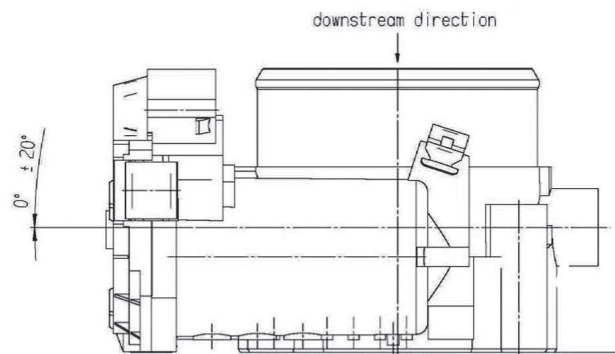
Order number **0 280 750 101**

Dimensions

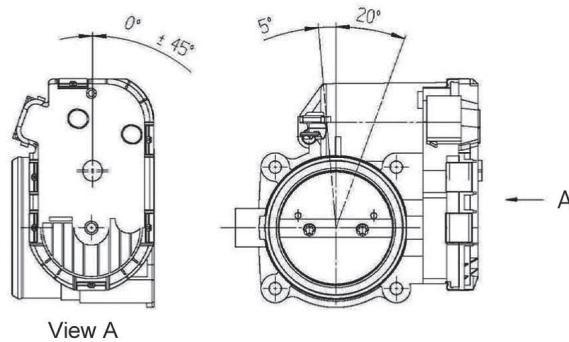
Mounting position

Mounting position of the Throttle Actuator

- Horizontal inclination of the Throttle shaft: $\pm 20^\circ$
- Horizontal inclination of the cover: $\pm 180^\circ$
- Mounting positions which deviate from this need separate testing.
- It has to be prevented that when mounted in the vehicle, no condensed moisture can soak into the Throttle shaft bore holes (e.g. from the crankcase ventilation)



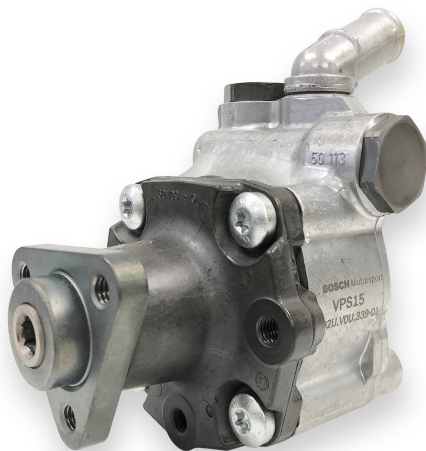
IN CASE OF MOUNTING POSITION WITH DC-MOTOR ON TOP
A COMBINATION OF THE ANGLES SHOWN BELOW IS NOT ALLOWED!



Variations

	Electronic Throttle Body 32 mm	Electronic Throttle Body 40 mm	Electronic Throttle Body 44 mm	Electronic Throttle Body 46 mm	Electronic Throttle Body 50 mm
Bore Diameter (mm)	32	40	44	46	50
Connector	D 261 205 358-01	D 261 205 358-01	D 261 205 358-01	D 261 205 356-01	D 261 205 356-01
Pin 1 A	Motor -	Motor -	Motor -	Motor -	Motor -
Pin 2 B	Poti -	Poti -	Poti -	Poti -	Poti -
Pin 3 C	Poti +	Poti +	Poti +	Poti +	Poti +
Pin 4 D	Motor +	Motor +	Motor +	Motor +	Motor +
Pin 5 E	Poti 2	Poti 2	Poti 2	Poti 2	Poti 2
Pin 6 F	Poti 1	Poti 1	Poti 1	Poti 1	Poti 1
Flange diameter (mm)	40	50	50	58	58
Hole circle diameter (mm)	50 x 50	50 x 50	50 x 50	53 x 53	53 x 53
Weight (kg)	0.9	0.9	0.9	0.95	0.95
Max. air flow rate*	394 kg/h at 85° angle	695 kg/h at 85° angle	not specified	978 kg/h at 85° angle	not specified
Opening direction**	counterclockwise	counterclockwise	counterclockwise	counterclockwise	counterclockwise
	Electronic Throttle Body 52 mm	Electronic Throttle Body 54 mm	Electronic Throttle Body 60 mm	Electronic Throttle Body 68 mm	Electronic Throttle Body 82 mm
Bore Diameter (mm)	52	54	60	68	82
Connector	D 261 205 356-01	D 261 205 358-01	D 261 205 358-01	D 261 205 356-01	D 261 205 356-01
Pin 1 A	Poti 1	Motor -	Motor -	Motor -	Motor -
Pin 2 B	Poti -	Poti -	Poti -	Poti -	Poti -
Pin 3 C	Motor -	Poti +	Poti +	Poti +	Poti +
Pin 4 D	Poti 2	Motor +	Motor +	Motor +	Motor +
Pin 5 E	Motor +	Poti 2	Poti 2	Poti 2	Poti 2
Pin 6 F	Poti +	Poti 1	Poti 1	Poti 1	Poti 1
Flange diameter (mm)	58	70	68.5	75	90
Hole circle diameter (mm)	53 x 53	60 x 60	60 x 60	65 x 65	75 x 75
Weight (kg)	0.95	0.95	0.95	1.1	1.1
Max. air flow rate*	not specified	not specified	not specified	not specified	not specified
Opening direction**	counterclockwise	counterclockwise	counterclockwise	counterclockwise	counterclockwise
*ambient conditions:	Air pressure : 1,000 mbar				
	Differential pressure Δp: 600 mbar ± 25 mbar				
	Rel. humidity rF: 40 %				
	Air temperature T: 24°C				
**Opening direction is related to view. See drawing on bottom of chapter "Dimensions".					

Power Steering Pump VPS15



Features

There are many instances in motorsport where high steering load is encountered at low engine speed, such as navigating the garage or pit box exit. Traditional pumps have a ratiometric output which means the engine power at high revs is sacrificed for adequate pressure at low revs (pump must be oversized).

The Bosch Variable Displacement Power Steering Pump (VPS15) reclaims wasted power by reducing delivery margin as pump speed increases, while maintaining high fluid flow at low RPM. The VPS15 also allows for greatly reduced fluid temperatures, potentially eliminating the need for a cooler. The VPS15 can accommodate flow rates from 9 to 15 l/min with a replaceable flow screw at the pump outlet.

Application

Delivery Pressure	Up to 135 bar
Delivery Volume (before controlled flow)	13 ccm/rev
Delivery Volume (controlled flow)	15 ± 0.7 l/min at 10 bar with Pentosin ATF
Pressure Limiting Valve	135 - 8 bar

Fluid Compatibility	Pentosin ATF, CHF 11s, CHF 202
Maximum Fluid Temperature (continuous)	120°C
Maximum Fluid Temperature (transient)	135°C
Recommended Speed	<4,500 RPM
Maximum Speed	9,000 RPM
Direction of rotation	Clockwise
Maximum Belt tension	3,000 N

Technical Specifications

Mechanical Data

Length	154 mm
Width	99 mm
Height	151 mm
Weight	1.88 kg

Hydraulic Connections

Inlet	Ø20 + 0.2 mm removable hose barb fitting
Outlet	M16x1.5 mm threaded fitting with crush washer

Torque Specs

Valve Screw	65 + 5 Nm
Outlet Fitting	40 Nm max.

Installation Notes

- Please use within specified limit values only.
- Low pressure (inlet fitting) is press fit into the pump and can be removed.
- 3 bolt flange can be removed from pump shaft.
- Please find further mounting dimensions below.

Ordering Information

Power Steering Pump VPS15
Order number **F 02U V0U 339-01**

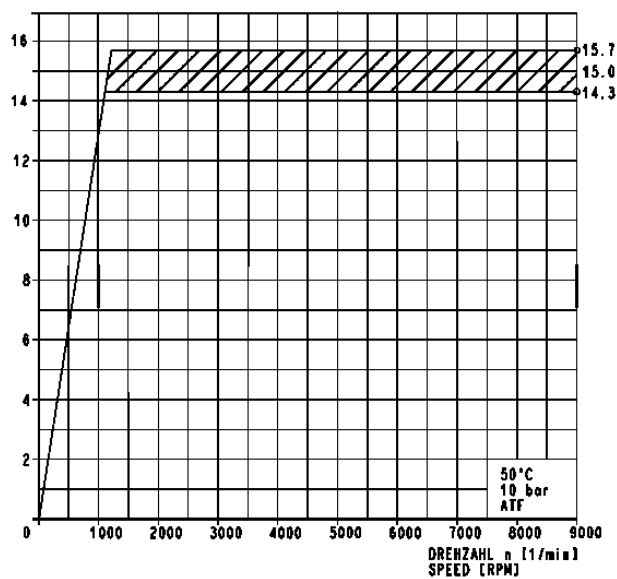
Accessories

Valve Screw Spare Parts
Order number **F 02U B0U 025-01**

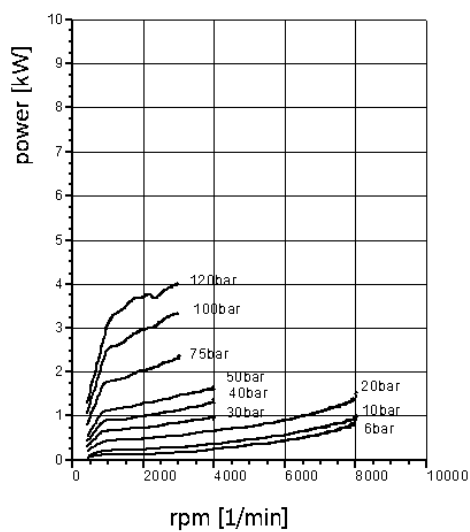
Dimensions

PRUEFOEL ATF

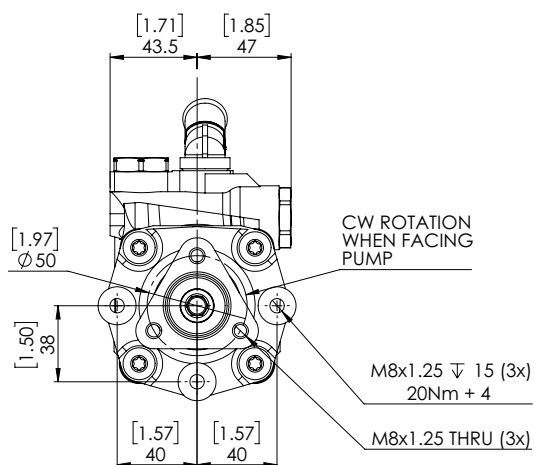
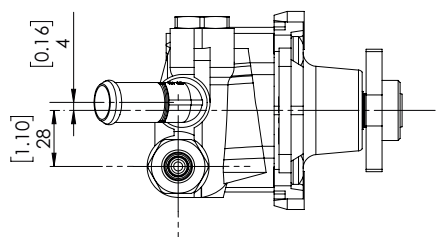
FOERDERSTROM-KENNLINIE Q [dm³/min]
DISCHARGE VOLUME



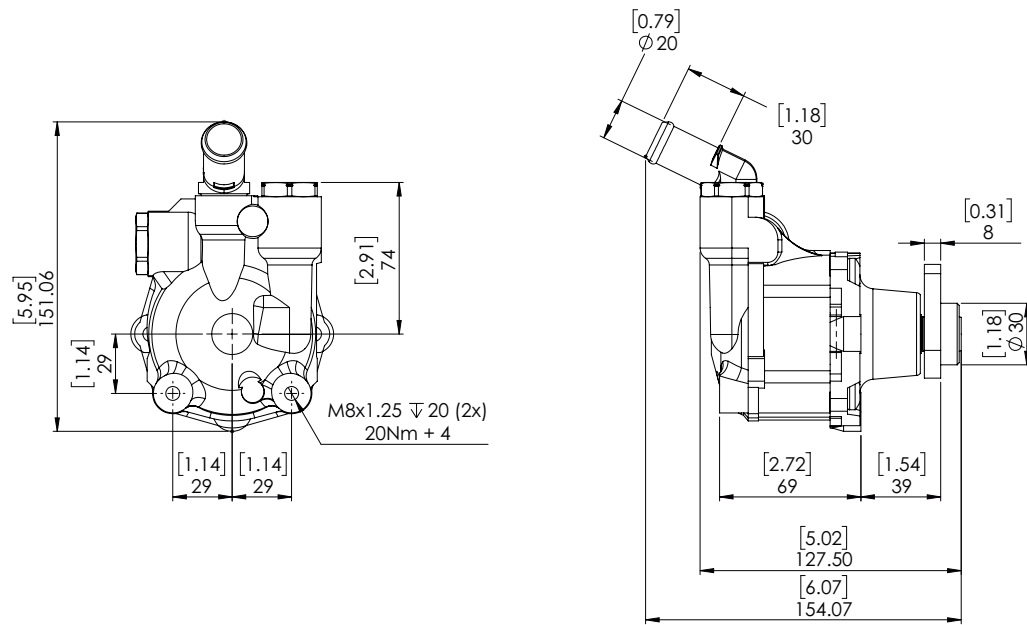
Flow Data



Power Consumption

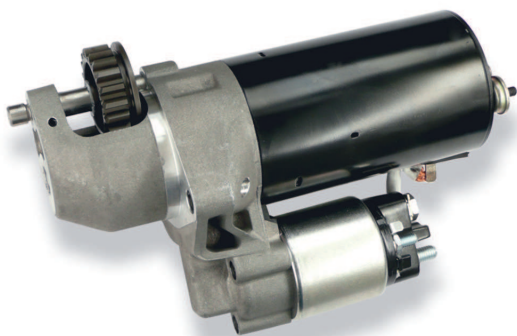


Pump Mounting Dimensions



Pump Mounting Dimensions

Starter 1.7 kW



5

Features

- ▶ 1.7 kW
- ▶ 3,600 x 1/min

This starter is specially constructed for motorsport demand. It is a pre-engaged drive starter; we offer it in clockwise and counter-clockwise version. Further special versions on request.

Application

Max. temperature	150 °C
Vibration	High protection

Technical Specifications

Mechanical Data

Weight	3,700 g
Revolutions	3,600 x 1/min
Module	2,11

Electrical Data

Performance	1.7 kW
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Installation Notes

Typical lifetime: max. 6,000 km/30 h according to Bosch Motorsport standard validation program

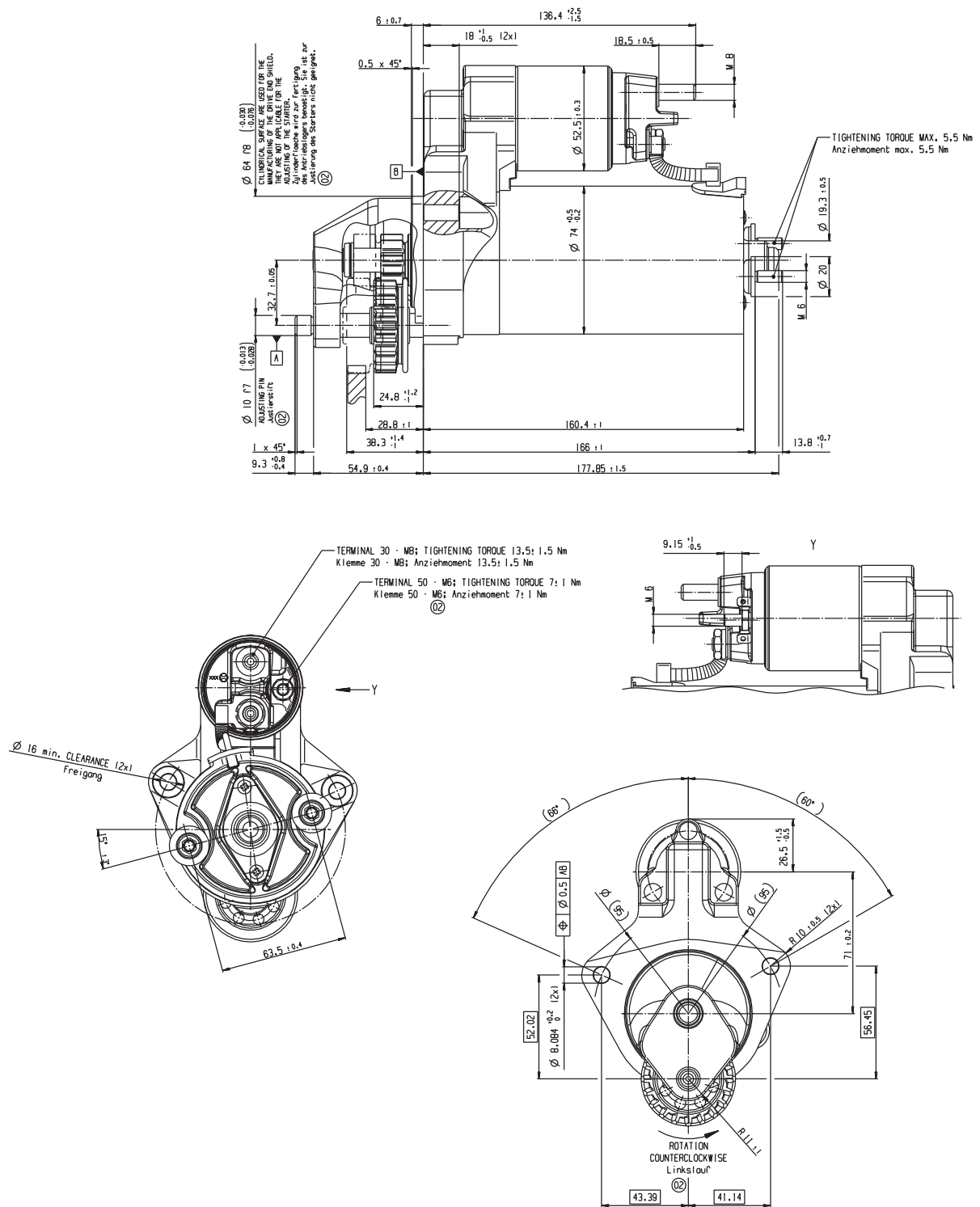
For application with severe conditions and/or high volume, please, contact your Bosch Motorsport counterpart in order to define the most appropriate validation program.

Ordering Information

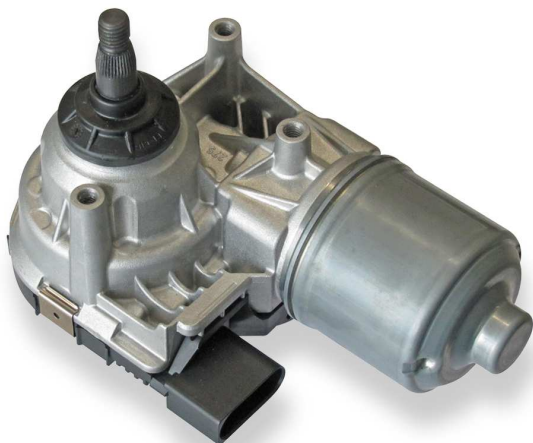
Starter 1.7 kW

Order number **on request**

Dimensions



Wiper Direct Actuator WDA



5

Features

- ▶ Analog and LIN versions available
- ▶ Optimized hardware for motorsport applications
- ▶ Customer specific calibration of wiping angles and speed

The WDA is a wiper motor designed to execute reversing movements instead of rotating 360° like a conventional wiper.

Its function and many operating modes are managed by integrated control electronics. The user is able to control the desired operating mode simply by switching its analog inputs to ground (Analog version) or via LIN (LIN version). The gear, the motor and the electronics are all installed in the same housing.

The main benefit of this wiper motor is its direct rotation movement which replaces external gears and the possibility of programming the operating speed and end positions of all its function modes, upon request.

Application

Operating temperature range -40 to 85°C

Technical Specifications

WDA Analog Operating modes

- Stop
- Interval
- Speed 1
- Speed 2

WDA LIN Operating modes

- Stop
- Interval
- Speed 1
- Speed 2
- Single stroke

Mechanical Data

Max. Vibration	30 % of Vibration Profile 1 or 100 % of Vibration Profile 1 in combination with silentb-locks (see Accessories)
Size	104.7 x 174.7 x 117.1 mm
Max. wipe cycles/min	Depending on wipe angle
Max. wipe angle	160°
Max. torque	35 Nm
Weight	1,270 g

Electrical Data

Power supply	9 to 16 V
Supply current at 40 cycles/min.	Typ. 3.4 A
Supply current at 60 cycles/min.	Typ. 6.3 A

LIN Protocol

LIN Version	2.0
LIN Speed	19.2 kbaud
Message ID	0x31

BYTE 0 Value	0	0	Kl. X	Kl. 15	Counter
Bit	7	6	5	4	3 2 1 0

BYTE 1 Value	SPD2	SPD1	INT	SST	INT Mode
Bit	7	6	5	4	3 2 1 0

BYTE 2 Value	0	0	0	0	0 0 0 0
Bit	7	6	5	4	3 2 1 0

BYTE 3 Value	0	0	0	0	0 0 0 0
Bit	7	6	5	4	3 2 1 0

BYTE 4 Value	0	0	0	0	0 0 0 0
Bit	7	6	5	4	3 2 1 0

BYTE 5 Value	0	0	0	0	0 0 0 0
Bit	7	6	5	4	3 2 1 0

Byte	Bit	Signal	Explanation	Values [dez]
0	0 ... 3	Counter	The counter has to be increased with each LIN-message	0 ... 15
0	4	Kl. 15	Clamp 15 Bit has to be enabled for operation	ON=1 OFF=0
0	5	Kl. X	Clamp X Bit has to be enabled for operation	ON=1 OFF=0

1	0 ... 3	INT Mode	Interval Mode (enabled if operation mode interval is set)	Interval speed: 1=1 2=5 3=9 4=13
1	4	SST	Single stroke operation mode (enabled once if Bit is set temporary)	ON=1 OFF=0
1	5	INT	Operation mode interval	ON=1 OFF=0
1	6	SPD1	Operation mode speed 1	ON=1 OFF=0
1	7	SPD2	Operation mode speed 2	ON=1 OFF=0
		STOP	Operation mode stop is enabled if SST, INT, SPD1 and SPD2 are OFF (default)	

Connectors and Wires

Connector	CEP2M-AMP-4
Mating connector	F 02U B00 542-01

Various motorsport and automotive connectors available on request

Pinout Analog

Pin 1	AN2
Pin 2	AN1
Pin 3	Gnd
Pin 4	U _s

Pinout LIN

Pin 1	LIN
Pin 2	Special functions, e.g. Master/Slave
Pin 3	Gnd
Pin 4	U _s

Installation Notes

Typical lifetime: max. 220 h / 1 year

For application with severe conditions and/or high volume, please contact your Bosch Motorsport counterpart in order to define the most appropriate validation program

The WDA Analog can be operated by switching the analog inputs between ground and voltage supply.

The WDA LIN can be operated by all ECUs with LIN 2.X Master function. Further information about the LIN-Frame available upon request.

Make sure that the wiper is in its workspace when restarting after a power failure (upper and lower limit).

Please contact us to define the desired angle of all the operating modes.

The acceleration values can be exceeded by using silentblocks (F02U 003 027-01).

Please ensure that the environmental conditions do not exceed the specifications.

Please find further application hints in the offer drawing at our homepage.

Please deliver the calibration sheet with your order placement.

Delivery Status

The motor will be delivered with three mounting screws. The screws are pre-assembled with a few thread turns.

- Self-tapping screw referred to DIN 7500
- PE M6x20
- Maximum tightening torque: 8 Nm

Ordering Information

WDA LIN

Order number **F 02U V00 838-04**

WDA Analog

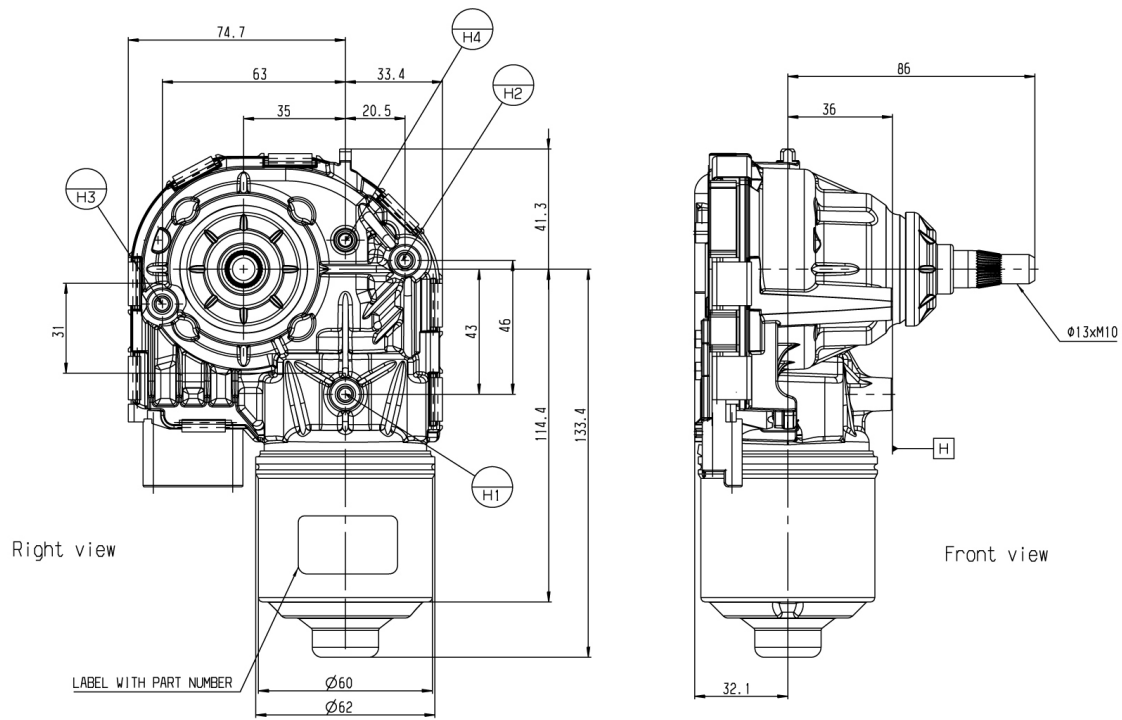
Order number **F 02U V00 938-03**

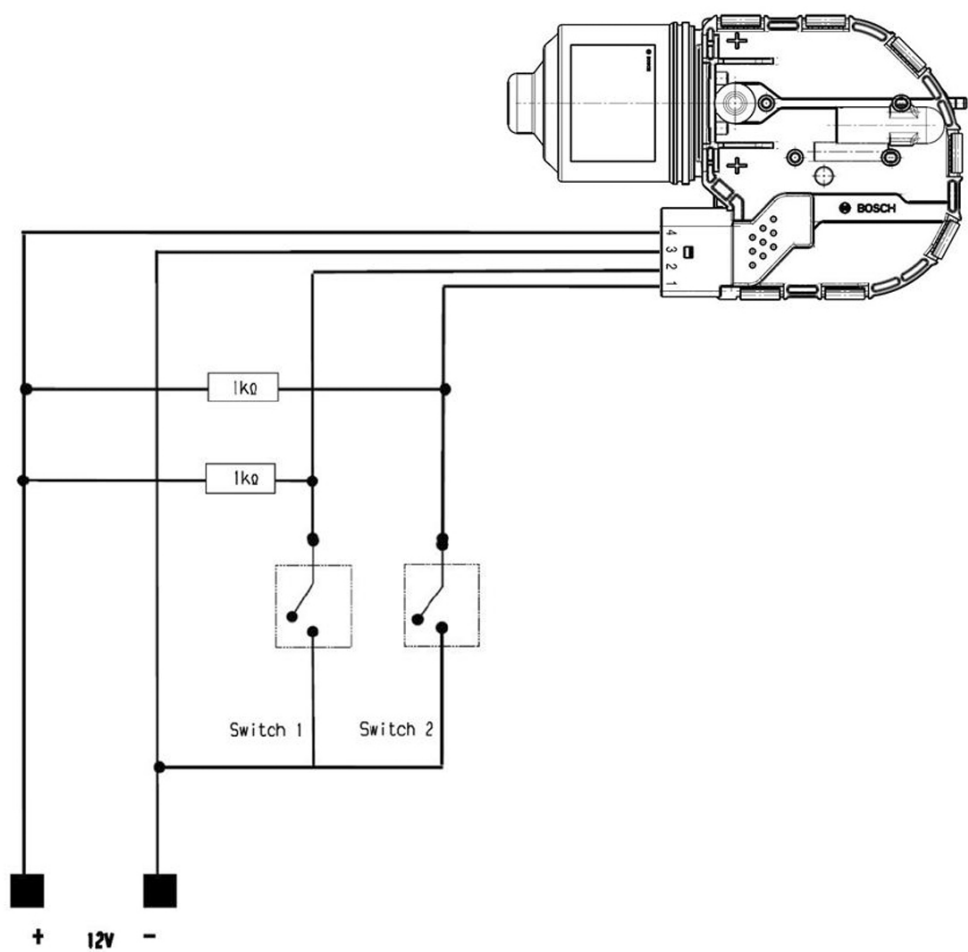
Accessories

Silentblock

Order number **F 02U 003 027-01**

Dimensions





Operating modes referring analog inputs configuration

Operating Mode	AN1 (Pin 2)	AN2 (Pin 1)
Stop	Power Supply	Power Supply
Interval	Power Supply	GND
Speed 1	GND	GND
Speed 2	GND	Power Supply

Operating modes referring switch configuration

Operating Mode	Switch 1	Switch 2
Stop	opened	opened
Interval	opened	closed
Speed 1	closed	closed
Speed 2	closed	opened

e-GoKart Powertrain Young Star



6

Features

- Ready to use solution
- Lowest maintenance costs due to highly reliable electrical powertrain
- Advanced software and permanent software monitoring
- Excellent drivability in all applications

The e-GoKart System combines traditional karting and future-oriented technology. High energy and power density of the air-cooled system components are ideal for small and lightweight vehicles like e-GoKarts. With high torque, the e-GoKart System supports convincing driving behavior and fun-to-drive. The e-GoKart System provides high power over a wide range for maximum vehicle speed. By intelligent software, the e-GoKart System gets the best out of the vehicle at any time and any driving profile, energy recuperation included. The system is safe and reliable based on automotive qualified components and a development approach according to automotive standards. The e-GoKart System is a platform for easy scalability over different vehicle classes and types.

Application

System weight	41 kg
Nominal voltage	48 V (no special safety precautions are required)
Power modes	Reverse, boost, 3 different power maps (can be calibrated according to customer requirements)
Network	Optional external remote control with speed limitation to 5 km/h

Switches	At steering wheel: reverse and boost At body for system: On/Off, neutral/drive, key switch for 3 different power maps
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Technical Specifications

Power Unit PU 5-10

Component specification

Technology	Claw pole electric motor with integrated inverter and μ C
Maximum engine power	8.0 kW
Scalable power maps	3 available
Maximum engine torque	50 Nm
Maximum speed	10.000 rpm
Weight	9,8 kg
Thermal system	Air cooled with integrated fans

Energy Storage ES 5-2.4

Component specification

Technology	Lithium-Ion with Battery Management System
Capacity	2 to 4 x 2.4 kWh
Driving time under racing conditions with 4.8 kW	More than 1 hour
Total charging time	4 hours (2 hours per battery)
Charge connector	230 V
Weight	2 to 4 x 15 kg
Thermal system	Passive cooled

Content of kit

Power Unit PU 5-10	
2 to 4 x Energy Storage ES 5-2.4	
Vehicle Control Unit VCU MS 40	
Display Unit DDU 18	
DC/DC converter	
Charger Energy Storage CH 5-1.2	
Wiring harness with switches	
Acceleration Pedal Sensor	F 02U V02 691-01
Brake Inductive Sensor	F 02U V02 690-01
Pressure Sensor	0 261 545 030

Installation Notes

Typical lifetime Battery: 80 % battery capacity after 2,200 h / 1,500 cycles according to Bosch standard validation program
Typical lifetime PU and VCU: max. 3,000 h

For application with severe conditions and/or high volume, please contact your Bosch Motorsport counterpart in order to define the most appropriate validation program

Ordering Information

e-GoKart Powertrain Young Star
Order number **F 02U V02 649-02**

Gear Shift Sensor	192
Knock Sensors	194
Lambda Sensors	201
Pressure Sensors Air	211
Pressure Sensors Combined	224
Pressure Sensors Fluid	237
Speed Sensors	250
Steering Wheel Angle Sensor	269
Temperature Sensors	271
Thermocouple Probes	284
Vehicle Dynamics Sensors	293

Gear Shift Sensor GSS-2



7

Features

- ▶ Max. vibration: 800 m/s² at 5 Hz to 2 kHz
- ▶ Weight w/o wire: 90 g
- ▶ Output signal: 0.4 to 4.5 V

This sensor is designed to measure force relative to gear shifting in order to control the engine operation allowing the driver to maintain no-lift-shift/full throttle during shifting (up and down).

A circuit of precise resistors and an integrated amplifier supply a force dependent output voltage signal. As soon as this signal exceeds a certain threshold value in the ECU, the ignition and injection can be adjusted automatically according to the individual ECU application.

The main feature and benefit of this sensor is the combination of high quality production part and robust design with metal housing and motorsport spec connection. Furthermore this sensor has a dual way functionality.

Application

Measuring range	-450 to 450 N
Max. vibration	800 m/s ² at 5 Hz to 2 kHz
Operating temperature range	0 to 80°C

Technical Specifications

Mechanical Data

Weight w/o wire	90 g
Size	65 x 16 x 16 mm
Mounting	2 x M10 x 1
Tightening torque	22 Nm
Mech. range programmable up to	450 N
F _{max}	800 N

Mech. load limit	1800 N
Max. cycles at 300 N	300,000 cycles

Electrical Data

Power supply	12 V
--------------	------

Characteristic

Signal Output	0,5 to 4,5 V
Zero Output	2,5 V

Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	

Pin 1	U _s
Pin 2	Gnd
Pin 3	Sig
Pin 4	-
Pin 5	Scr

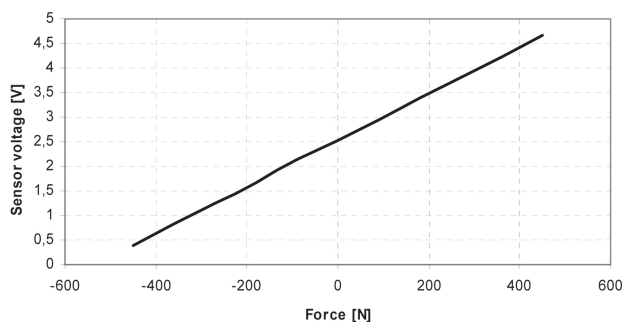
Various motorsport and automotive connectors are available on request.

Sleeve	DR-25
Wire size	AWG 24
Wire length L	15 to 100 cm

Please specify the required wire length with your order.

Sensor voltage

Force (N)	Voltage (V)
450	4.673
360	4.225
270	3.797
180	3.397
90	2.941
0	2.538
-90	2.141
-180	1.672
-270	1.255
-360	0.820
-450	0.402



Installation Notes

The GSS-2 can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated thread.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

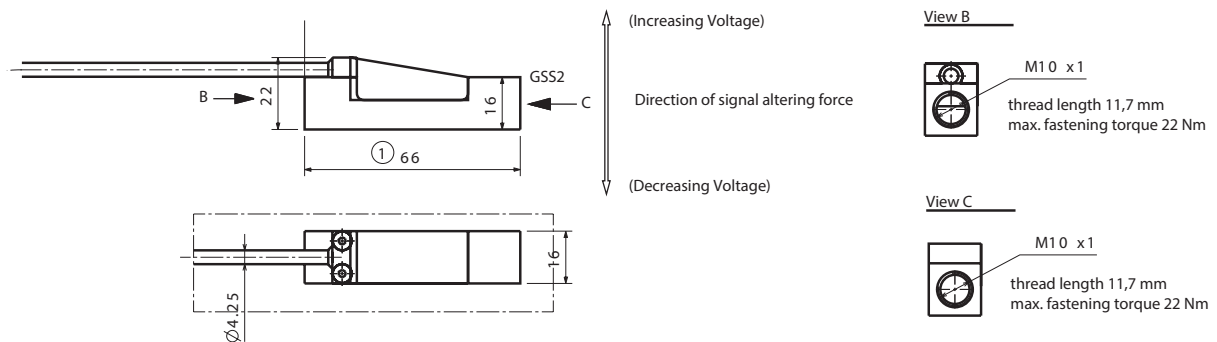
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Gear Shift Sensor GSS-2

Order number **B 261 209 227-01**

Dimensions



Overview

Knock Sensor KS4-P

- Frequency: 3 to 25 kHz
- Weight: 48 g
- Height sensor head: 18 mm

Knock Sensor KS4-R

- Frequency: 3 to 25 kHz
- Weight: 82 g
- Height sensor head: 18 mm

Knock Sensor KS4-R2

- Frequency: 3 to 30 kHz
- Weight: 60 g
- Height sensor head: 14 mm

Knock Sensor KS4-P



Features

- Frequency: 3 to 25 kHz
- Weight: 48 g
- Height sensor head: 18 mm

This sensor is used for detecting structural born vibrations in spark ignition engines due to uncontrolled combustion. This sensor is suitable for operation in extreme conditions.

Due to the inertia of the seismic mass, the sensor moves in correlation to the engine block vibration; this motion results in a compressive force which is converted into a voltage signal via a piezoceramic sensor element. As a result, upper and lower voltage thresholds can be defined directly correlating to an acceleration magnitude.

The main benefits of this sensor are its robust mechanical design, compact housing and precise determination of structure-related noise. The small packaging is accomplished by integrating the connector directly to the sensor.

Application

Application	3 to 25 kHz
Operating temperature range	-40 to 150°C
Storage temperature range	-30 to 60°C
Max. vibration	$\leq 800 \text{ m/s}^2$

Technical Specifications

Mechanical Data

Male thread (for cast)	M8x25
Male thread (for Al)	M8x30
Installation torque	20±5 Nm

Weight w/o wire	48 g
Protection	IP X9K

Electrical Data

Range of frequency	3 to 25 kHz
Sensitivity at 5 kHz	$26 \pm 8 \text{ mV/g}$
Max. sensitivity changing (life-time)	-17 %
Linearity between 5 to 15 kHz (from 5 kHz value)	-10 to 10 %
Linearity between 15 to 20 kHz (linear increasing with freq)	20 to 50 %
Main resonance frequency	30 kHz
Impedance	$> 1 \text{ MOhm}$
Temperature dependence of sensitivity	$0.04 \text{ mV/g}^\circ\text{C}$
Capacity field	$1,150 \pm 200 \text{ pF}$

Connectors and Wires

Mating connector 2-pole	2-Pin RB-Kp.1 (F 02U B00 966-01) Or 2-Pin Jetronic (D 261 205 288-01)
Pin 1	Sig+
Pin 2	Sig-

Installation Notes

The KS4-P can be connected to all Bosch Motorsport ECUs featuring knock control

The sensor must rest directly on the brass compression sleeve during operation.

To ensure low-resonance coupling of the sensor to the measurement location, the contact surface must be clean and properly machined to provide a secure flush mounting.

Please route the sensor wire in a way that prevents resonance vibration.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

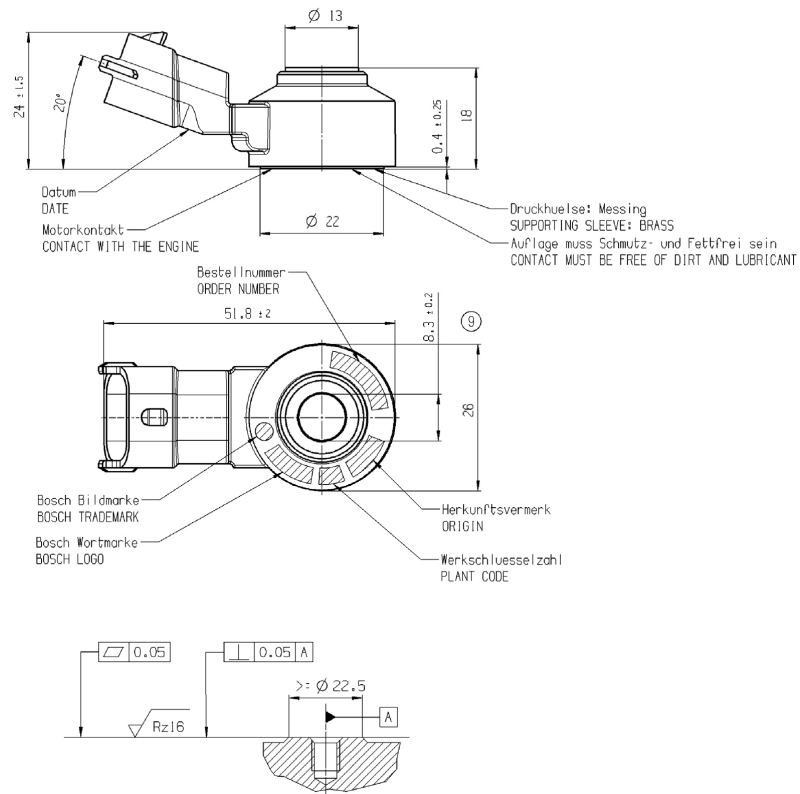
Knock Sensor KS4-P

Mating Connector: 2-Pin RB-Kp.1
Order number **0 261 231 173**

Knock Sensor KS4-P

Mating Connector: 2-Pin Jetronic
Order number **0 261 231 188**

Dimensions



Knock Sensor KS4-R



Features

- Frequency: 3 to 25 kHz
- Weight: 82 g
- Height sensor head: 18 mm

This sensor is used for detecting structural born vibrations in spark ignition engines due to uncontrolled combustion. This sensor is suitable for operation in extreme conditions.

Due to the inertia of the seismic mass, the sensor moves in correlation to the engine block vibration; this motion results in a compressive force which is converted into a voltage signal via a piezoceramic sensor element. As a result, upper and lower voltage thresholds can be defined directly correlating to an acceleration magnitude.

The main benefits of this sensor are its robust mechanical design, compact housing and precise determination of structure-related noise. Connection to this sensor can be tailored to customer requirements through specified wire lengths and various connector options.

Application

Application	3 to 25 kHz
Operating temperature range	-40 to 130°C
Storage temperature range	-30 to 60°C
Max. vibration	$\leq 800 \text{ m/s}^2$

Technical Specifications

Mechanical Data

Male thread (for cast)	M8x25
Male thread (for Al)	M8x30
Installation torque	$20 \pm 5 \text{ Nm}$
Weight w/o wire	82 g

Protection	IP 54
Electrical Data	
Range of frequency	3 to 25 kHz
Sensitivity at 5 kHz	28.8 mV/g
Max. sensitivity changing (lifetime)	-17 %
Linearity between 5 to 15 kHz (from 5 kHz value)	-10 to 10 %
Linearity between 15 to 20 kHz (linear increasing with freq)	20 to 50 %
Main resonance frequency	> 30 kHz
Impedance	> 1 MOhm
Temperature dependence of sensitivity	0.04 mV/g°C
Capacity field	$1,150 \pm 200 \text{ pF}$

Connectors and Wires

Connector	A 261 230 252
Mating connector 2-pole	2-Pin RB-Kp.1 (D 261 205 337-01), L=530 mm or 2-Pin RB-Kp.3 (F 02U B00 967-01), L=400 mm
Pin 1	Sig +
Pin 2	Sig -
Sleeve	PUR
Wire size	AWG 24
Wire length L	See Ordering Information
Various motorsport and automotive connectors on request.	

Installation Notes

The KS4-R can be connected to all Bosch Motorsport ECUs featuring knock control

The sensor must rest directly on the brass compression sleeve during operation.

To ensure low-resonance coupling of the sensor to the measurement location, the contact surface must be clean and properly machined to provide a secure flush mounting.

Please route the sensor wire in a way that prevents resonance vibration.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Knock Sensor KS4-R

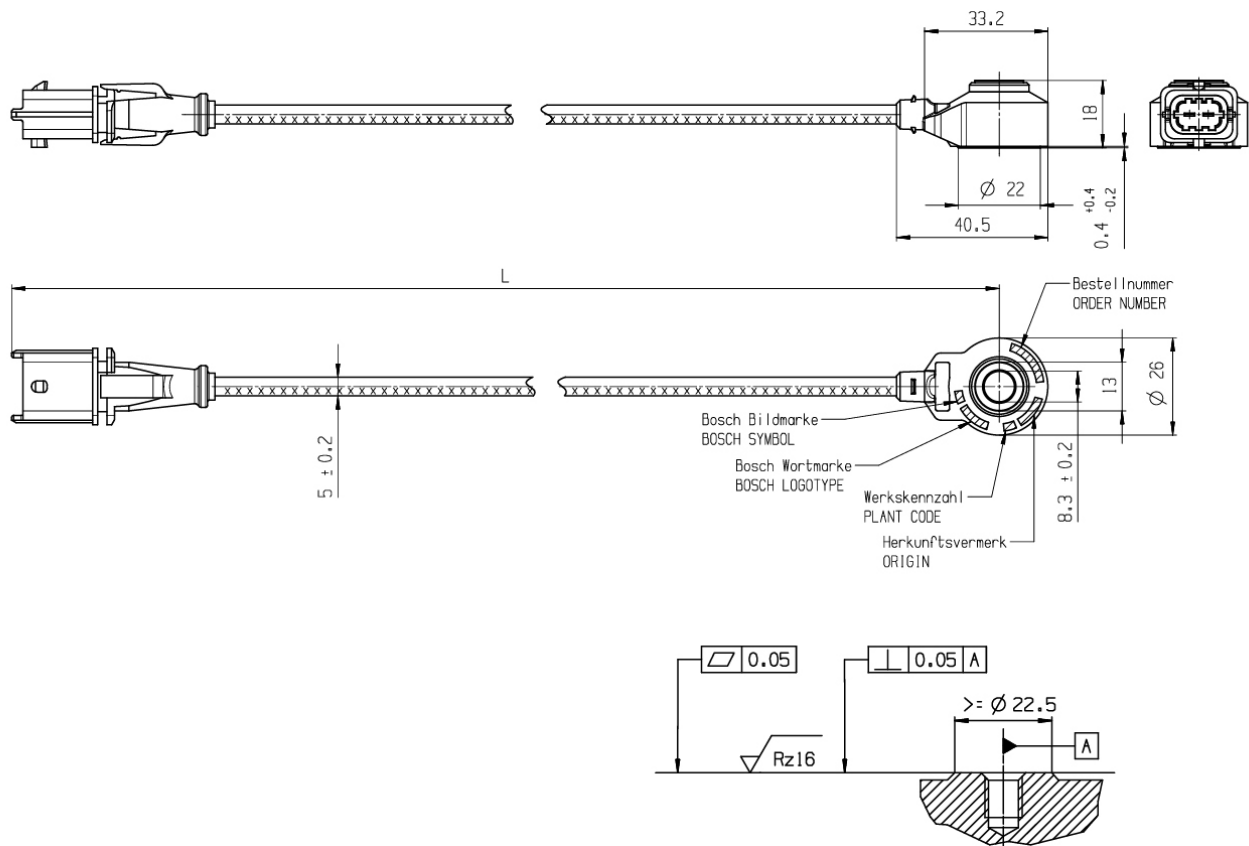
Mating Connector 2-Pin RB-Kp.1, L = 530 mm

Order number **0 261 231 218****Knock Sensor KS4-R**

Mating Connector 2-Pin RB-Kp.3, L = 400 mm

Order number **0 261 231 223**

Dimensions



Knock Sensor KS4-R2



Features

- ▶ Frequency: 3 to 30 kHz
- ▶ Weight: 60 g
- ▶ Height sensor head: 14 mm

This sensor is used for detecting structural born vibrations in spark ignition engines due to uncontrolled combustion. This sensor is suitable for operation in extreme conditions.

Due to the inertia of the seismic mass, the sensor moves in correlation to the engine block vibration; this motion results in a compressive force which is converted into a voltage signal via a piezoceramic sensor element. As a result, upper and lower voltage thresholds can be defined directly correlating to an acceleration magnitude.

The main benefits of this sensor are its robust mechanical design, compact housing and precise determination of structure-related noise. This version is an optimized part for Motorsport applications based on a series application development. Compared to the previous version, the advantage of this new modification is that this product has an extended frequency and higher operating temperature rating.

Application

Application	3 to 30 kHz
Operating temperature range	-40 to 150°C
Storage temperature range	-30 to 60°C
Max. vibration	$\leq 800 \text{ m/s}^2$ at 0 to 24 kHz $\leq 4,000 \text{ m/s}^2$ at 5 to 24 kHz (short-term)

Technical Specifications

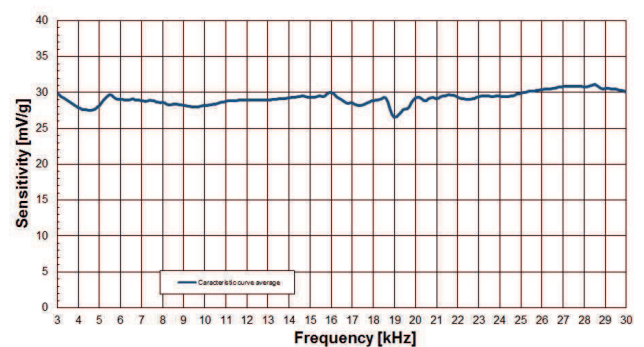
Mechanical Data

Fixing screw for cast iron	M8x25
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Fixing screw for aluminum	M8x30
Installation torque	20 + 5 Nm
Weight w/o Connector	60 g
Protection	IP 54

Electrical Data

Range of frequency	3 to 30 kHz
Max. sensitivity changing (life-time)	-17 %
Linearity between 5 to 15 kHz (from 5 kHz value)	-10 to 10 %
Linearity between 15 to 20 kHz (linear increasing with freq)	20 to 50 %
Main resonance frequency	> 30 kHz



Ratio of frequency and sensitivity

Impedance	> 1 MOhm
Temperature dependence of sensitivity	0.04 mV/g°C
Capacity field	1,150 ± 200 pF

Connectors and Wires

Connector	ASX 602-03PC-HE
Mating connector	F 02U 002 840-01
ASX 002-03SC-HE	
Pin 1	Sig
Pin 2	Gnd
Pin 3	Scr
Sleeve	Elastomer
Wire size	AWG 20
Wire length L	150 to 450 mm

Various motorsport and automotive connectors on request.

Installation Notes

The KS4-R2 can be connected to all Bosch Motorsport ECUs featuring knock control.

The sensor must rest directly on the brass compression sleeve during operation.

To ensure low-resonance coupling of the sensor to the measurement location, the contact surface must be clean and properly machined to provide a secure flush mounting.

Please route the sensor wire in a way that prevents resonance vibration.

Please find further application hints in the offer drawing at our homepage.

Safety Note

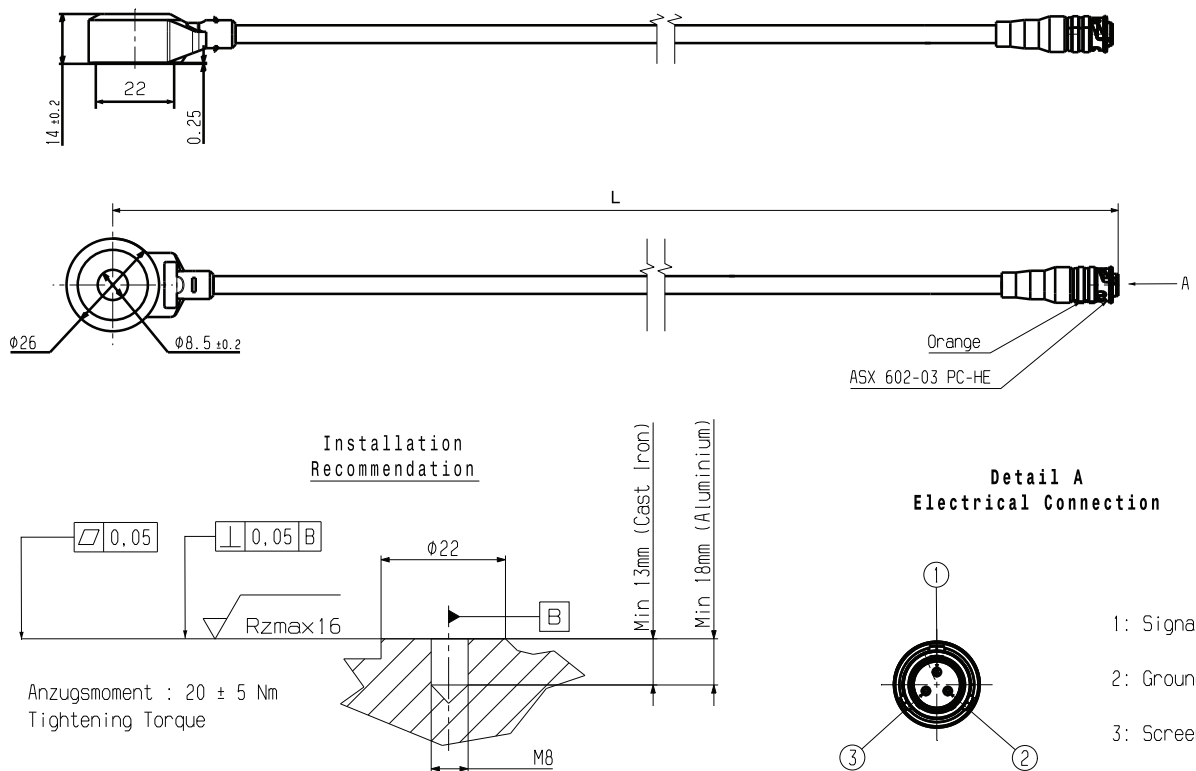
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Knock Sensor KS4-R2

Order number **F 02U V01 884-01**

Dimensions



Overview

Lambda Sensor LSU 4.9



- Application: lambda 0.65 to ∞
- Exhaust gas temperature: 930°C (1,030 for a short time)
- Hexagon temperature: 600°C
- Thread: M18x1.5
- Weight: 120 g

Lambda Sensor LSU ADV/ ADV pre Turbo



- Application: lambda 0.65 to ∞
- Exhaust gas temperature: 930°C (1,030 for a short time)
- Hexagon temperature: 820°C
- Thread: M18x1.5
- Weight: 120 g

Lambda Sensor Mini-LSU 4.9



- Application: lambda 0.65 to ∞
- Exhaust gas temperature: 930°C (1,030 for a short time)
- Hexagon temperature: 700°C
- Thread: M16x1.5
- Weight: 28 g

Lambda Sensor LSU 4.9



7

Features

- ▶ Application: lambda 0.65 to ∞
- ▶ Exhaust gas temperature: 930°C (1,030 for a short time)
- ▶ Hexagon temperature: 600°C
- ▶ Thread: M18x1.5
- ▶ Weight: 120 g

This sensor is designed to measure the proportion of oxygen in exhaust gases of automotive engines (gasoline or Diesel).

The wide band lambda sensor LSU 4.9 is a planar ZrO_2 dual cell limiting current sensor with integrated heater. Its monotonic output signal in the range of lambda 0.65 to air makes the LSU 4.9 capable of being used as a universal sensor for lambda 1 measurement as well as for other lambda ranges. The connector module contains a trimming resistor, which defines the characteristic of the sensor.

The main benefit of the LSU 4.9 is the robust design combined with the high Bosch production quality standard.

This lambda sensor operates only in combination with a special LSU-IC, used in most Bosch Motorsport ECUs and lambda control units like LT4. You'll find this unit and more on our homepage at Electronics/Sensor Interfaces.

Application

Application	lambda 0.65 to ∞
Fuel compatibility	gasoline/Diesel/E85
Exhaust gas pressure	≤ 2.5 bar (higher with decrease accuracy)
Exhaust gas temperature range (operating)	$< 930^\circ\text{C}$

Exhaust gas temperature range (max.) for short time	$< 1,030^\circ\text{C}$
Hexagon temperature	$< 600^\circ\text{C}$
Wire and protective sleeve temperature	$< 250^\circ\text{C}$
Connector temperature	$< 140^\circ\text{C}$
Storage temperature range	-40 to 100°C
Max. vibration (stochastic peak level)	300 m/s^2

Technical Specifications

Variations

LSU 4.9 with automotive connector

Connector	1 928 404 687
Mating connector	D 261 205 356-01
Wire length L	95.0 cm

LSU 4.9 with motorsport connector

Connector	AS 6-07-35PN
Mating connector	AS 0-07-35SN
Wire length L	20.0 to 90.0 cm

Mechanical Data

Weight w/o wire	120 g
Thread	M18x1.5
Wrench size	22 mm
Tightening torque	40 to 60 Nm

Electrical Data

Power supply H+ nominal	7.5 V
System supply voltage	10.8 V to 16.5 V
Heater power steady state	7.5 W
Heater control frequency	≥ 100 Hz
Nominal resistance of Nernst cell	300 Ohm
Max current load for Nernst cell	250 μA

Characteristic

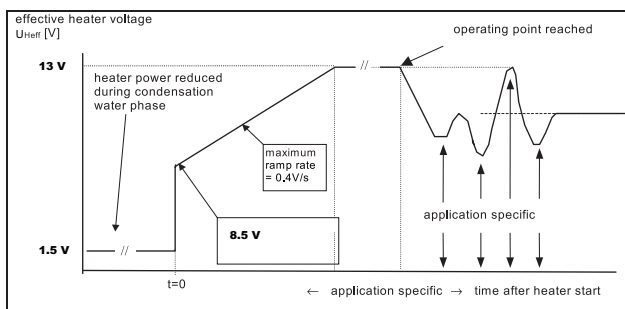
Signal output	I_p meas
Accuracy at lambda 0.8	0.80 ± 0.01
Accuracy at lambda 1	1.016 ± 0.007
Accuracy at lambda 1.7	1.70 ± 0.05

I_p [mA]	lambda	U_A [V], v=17	U_A [V], v=8
-2.000	0.650	-	0.510
-1.602	0.700	-	0.707
-1.243	0.750	0.192	0.884
-0.927	0.800	0.525	1.041
-0.800	0.822	0.658	1.104
-0.652	0.850	0.814	1.177
-0.405	0.900	1.074	1.299

-0.183	0.950	1.307	1.409
-0.106	0.970	1.388	1.448
-0.040	0.990	1.458	1.480
0	1.003	1.500	1.500
0.015	1.010	1.515	1.507
0.097	1.050	1.602	1.548
0.193	1.100	1.703	1.596
0.250	1.132	1.763	1.624
0.329	1.179	1.846	1.663
0.671	1.429	2.206	1.832
0.938	1.701	2.487	1.964
1.150	1.990	2.710	2.069
1.385	2.434	2.958	2.186
1.700	3.413	3.289	2.342
2.000	5.391	3.605	2.490
2.150	7.506	3.762	2.565
2.250	10.119	3.868	2.614

Please note: U_A is not an output signal of the lambda sensor, but the output of the evaluation circuit. Only I_p correlates with the oxygen content of the exhaust gas. Amplification factor $v=17$ is typically used for lean applications ($\lambda > 1$), amplification factor $v=8$ is typically used for rich applications ($\lambda < 1$).

Heater Strategy



Connectors and Wires

Connector	Please see variations
Mating connector	Please see variations
Sleeve	fiber glass / silicone coated
Pin 1	Pump current APE / IP
Pin 2	Virtual ground IPN / VM
Pin 3	Heater voltage H- / Uh-

Pin 4	Heater voltage H+ / Uh+
Pin 5	Trim resistor RT / IA
Pin 6	Nernst voltage UN / RE
Wire length	Please see variations
Various motorsport and automotive connectors are available on request.	

Installation Notes

This lambda sensor operates only in combination with a special LSU-IC, used in most Bosch Motorsport ECUs and lambda control units like LT4. You'll find this unit and more on our homepage at Accessories/Expansion Modules.

The lambda sensor should be installed at point which permits the measurement of a representative exhaust-gas mixture, which does not exceed the maximum permissible temperature.

Install at a point where the gas is as hot as possible.

Observe the maximum permissible temperature.

As far as possible install the sensor vertically (wire upwards).

The sensor is not to be fitted near to the exhaust pipe outlet, so that the influence of the outside air can be ruled out.

The exhaust-gas passage opposite the sensor must be free of leaks in order to avoid the effects of leak-air.

Protect the sensor against condensation water.

The sensor is not to be painted, nor is wax to be applied or any other forms of treatment. Use only the recommended grease for lubricating the thread.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

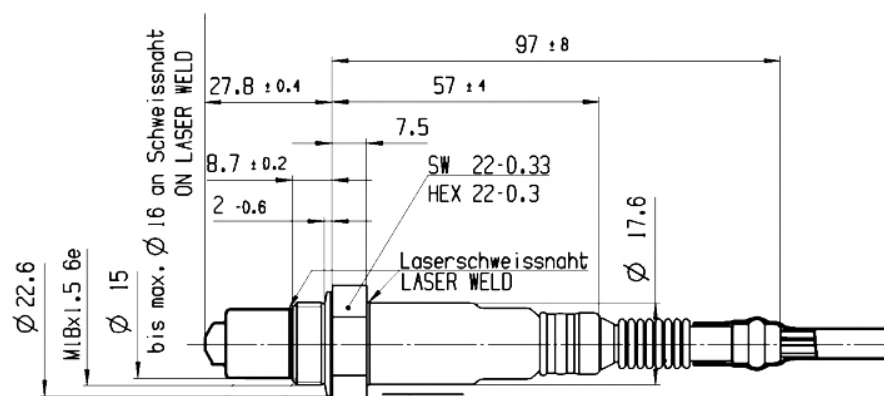
Lambda Sensor LSU 4.9

With automotive connector
Order number **0 258 017 025**

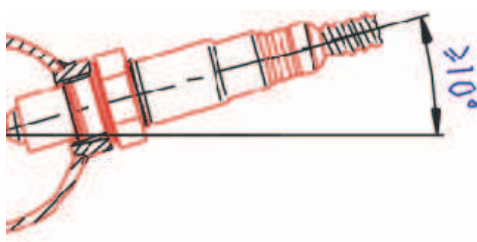
Lambda Sensor LSU 4.9

With motorsport connector
Order number **B 261 209 358-03**

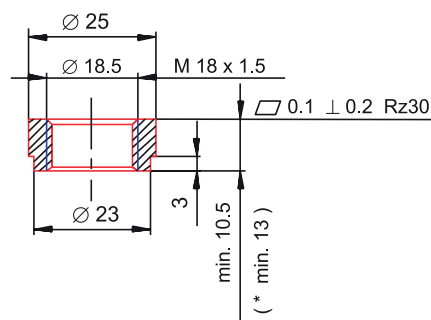
Dimensions



Mounting recommendation



Recommended design of the mating thread in the exhaust pipe:
 THexagon > 600°C
 or TGas > 930°C



Lambda Sensor LSU ADV/ADV pre Turbo



Features

- Application: lambda 0.65 to ∞
- Exhaust gas temperature: 930°C (1,030 for a short time)
- Hexagon temperature: 820°C
- Thread: M18x1.5
- Weight: 120 g

This sensor is designed to measure the proportion of oxygen in exhaust gases of automotive engines (gasoline or Diesel). A version with a protection tube of Inconel for pre-turbo-(supercharger) mounting is available.

The wide band lambda sensor LSU ADV is a planar ZrO_2 dual cell limiting current sensor with integrated heater. Its monotonic output signal in the range of lambda 0.65 to air makes the LSU ADV capable of being used as a universal sensor for lambda 1 measurement as well as for other lambda ranges.

The LSU ADV has no trimming resistor inside the connector what results in just 5 connector pins. Compared to LSU 4.9, the LSU ADV has a wider working temperature range.

LSU ADV operates only in combination with a special evaluation unit used in lambda control unit LT4 ADV. You'll find this unit and more on our homepage at Electronics/Sensor Interfaces.

Application

Application	lambda 0.65 to ∞
Fuel compatibility	gasoline/Diesel/E85
Exhaust gas pressure	≤ 2.5 bar (higher with decrease accuracy)

Exhaust gas temperature (operating)	$\leq 930^\circ\text{C}$ ($\leq 980^\circ\text{C}$ pre Turbo Version)
Max. exhaust gas temperature for short time	$\leq 1,030^\circ\text{C}$
Hexagon temperature (operating)	$\leq 650^\circ\text{C}$
Max. hexagon temperature for short time	$\leq 700^\circ\text{C}$
Max. temperature at welding seam	$\leq 820^\circ\text{C}$ (pre Turbo Version)
Max. temperature difference between hexagon and welding seam	$\leq 330^\circ\text{C}$
Wire and protective sleeve temperature	$\leq 250^\circ\text{C}$
Connector temperature	$\leq 140^\circ\text{C}$
Storage temperature range	-40 to 100°C
Max. vibration (stochastic peak level)	300 m/s ²

Technical Specifications

Variations

1.) LSU ADV with automotive connector

Connector	1 928 404 669
Mating connector	F 02U B00 725-01
Pin 1	IP/APE
Pin 2	VM/IPN
Pin 3	Uh-/H-
Pin 4	Uh+ / H+
Pin 5	nc
Pin 6	UN/RE
Wire length L	95.0 cm

2.) LSU ADV pre Turbo with automotive connector

Connector	1 254 488 136
Mating connector	F 02U B00 937-01
Pin 1	IP/APE
Pin 2	VM/IPN
Pin 3	Uh- / H-
Pin 4	Uh+ / H+
Pin 5	nc
Pin 6	UN / RE

3.) LSU ADV (pre Turbo) with motorsport connector

Connector	AS 6-07-35PA
Mating connector	AS 0-07-35SA
Pin 1	Uh+ / H
Pin 2	Uh- / H-
Pin 3	IP / APE
Pin 4	VM / IPN

Pin 5 UN / RE

Pin 6 nc

Please specify the required wire length with your order (ADV pre Turbo max. 33 cm/ADV max. 90 cm).

Mechanical Data

Weight w/o wire 120 g

Thread M18x1.5

Wrench size 22 mm

Tightening torque 40 to 60 Nm

Electrical Data

Power supply H+ nominal 7.5 V

System supply voltage 10.8 V to 16.5 V

Heater power steady state 8.7 W

Heater control frequency ≥ 100 Hz

Nominal resistance of Nernst cell 300 Ohm

Max current load for Nernst cell $\leq 80 \mu\text{A}$

Switch-on time ≤ 5 s

Characteristic

Signal output I_p meas

Accuracy at lambda 0.8 -0.652 ± 0.032 mA

Accuracy at lambda 1 -0.018 ± 0.008 mA

Accuracy at lambda 1.7 0.515 ± 0.022 mA

I_p [mA]	lambda	U_A [V], $v=17$	U_A [V], $v=8$
-1.38000	0.650	0.048	0.817
-1.11000	0.700	0.332	0.950
-0.88000	0.750	0.574	1.064
-0.65000	0.800	0.816	1.178
-0.47500	0.850	1.000	1.265
-0.37000	0.880	1.111	1.317
-0.30000	0.900	1.184	1.351
-0.16000	0.950	1.332	1.421
-0.07600	0.980	1.420	1.462
-0.04800	0.990	1.449	1.476
-0.02000	1.000	1.479	1.490
0.01167	1.030	1.512	1.506
0.03278	1.050	1.534	1.516
0.06444	1.080	1.568	1.532
0.08556	1.100	1.590	1.542
0.17000	1.180	1.679	1.584
0.23080	1.260	1.743	1.614
0.36000	1.430	1.879	1.678
0.40148	1.500	1.922	1.699
0.52000	1.700	2.047	1.758
0.54740	1.780	2.076	1.771

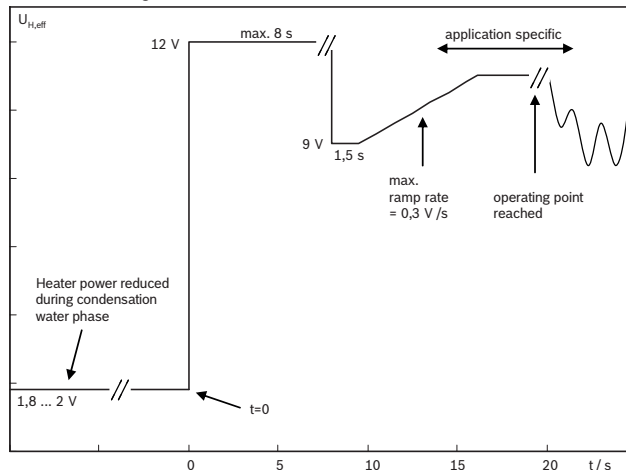
0.77000 2.430 2.310 1.881

1.40000 5.000 2.973 2.193

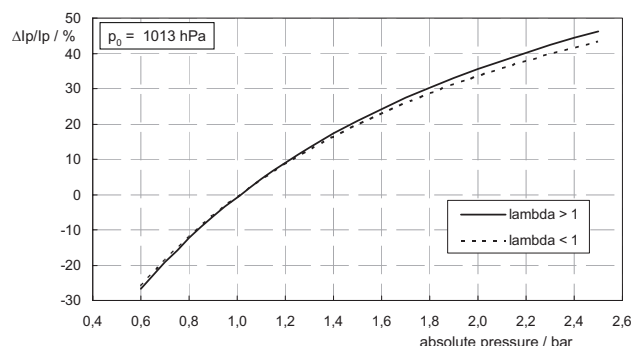
Please note: UA is not an output signal of the lambda sensor, but the output of the evaluation circuit. Only I_p correlates with the oxygen content of the exhaust gas. Amplification factor $v=17$ is typically used for lean applications ($\lambda > 1$), amplification factor $v=8$ is typically used for rich applications ($\lambda < 1$).

Heater Strategy

Effective heater voltage



Pressure Compensation



Connectors and Wires

Connector Please see variations

Mating connector Please see variations

Sleeve fiber glass / silicone coated

Wire length Please see variations

Various motorsport and automotive connectors are available on request.

Installation Notes

This lambda sensor operates only in combination with a special evaluation unit used in lambda control unit LT4 ADV. You'll find this unit and more on our homepage at Accessories/Expansion Modules.

The lambda sensor should be installed at point which permits the measurement of a representative exhaust-gas mixture, which does not exceed the maximum permissible temperature.

Install at a point where the gas is as hot as possible.

Observe the maximum permissible temperature.

As far as possible install the sensor vertically (wire upwards).

The sensor is not to be fitted near to the exhaust pipe outlet, so that the influence of the outside air can be ruled out.

The exhaust-gas passage opposite the sensor must be free of leaks in order to avoid the effects of leak-air.

Protect the sensor against condensation water.

The sensor is not to be painted, nor is wax to be applied or any other forms of treatment. Use only the recommended grease for lubricating the thread.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Lambda Sensor LSU ADV

Automotive connector, wire length 95 cm
Order number **0 258 027 010**

Lambda Sensor LSU ADV

Motorsport connector, wire length customer specific (max. 90 cm)
Order number **F 02U V01 861-01**

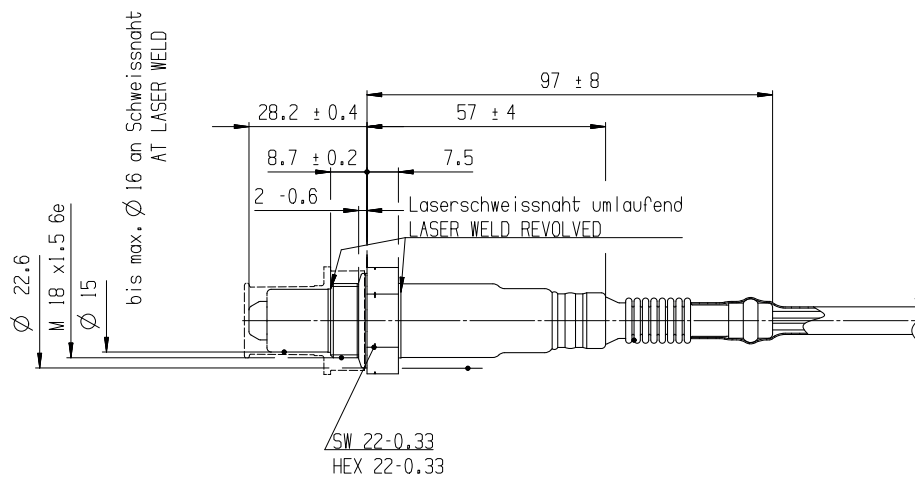
Lambda Sensor LSU ADV pre Turbo

Automotive connector, wire length 37 cm
Order number **0 258 027 052**

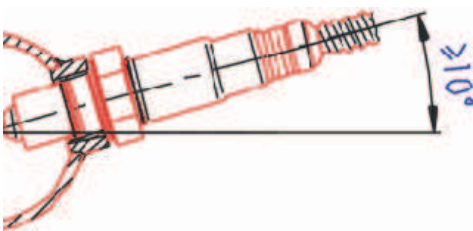
Lambda Sensor LSU ADV pre Turbo

Motorsport connector, wire length 33 cm
Order number **F 02U V02 066-01**

Dimensions

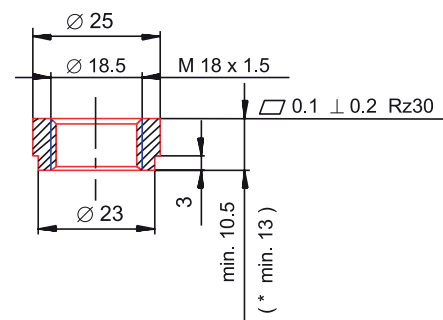


Mounting recommendation



Recommended design of the mating thread in the exhaust pipe

*: THexagon > 600°C or
TGas > 930°C



Lambda Sensor Mini-LSU 4.9



7

Features

- ▶ Application: lambda 0.65 to ∞
- ▶ Exhaust gas temperature: 930°C (1,030 for a short time)
- ▶ Hexagon temperature: 700°C
- ▶ Thread: M16x1.5
- ▶ Weight: 28 g

This sensor is designed to measure the proportion of oxygen in exhaust gases of automotive engines (gasoline or Diesel).

The wide band lambda sensor Mini-LSU 4.9 is a planar ZrO_2 dual cell limiting current sensor with integrated heater. Its monotonic output signal in the range of lambda = 0.65 to air makes the LSU capable of being used as a universal sensor for lambda = 1 measurement as well as for lean and rich ranges. The connector housing contains a trimming resistor, which defines the characteristic of the sensor. The main benefit of the Mini-LSU 4.9 is its very compact design in combination with the high Bosch production quality standard. The Mini-LSU is produced and tested in a handmade process.

The complete light weight housing is made of Inconel which makes it resistant against high temperatures. The sensor element is more than 50 % smaller than it is in the production lambda sensor. It is connected over silver coated steel cables to make it more reliable against vibrations.

This lambda sensor operates only in combination with a special LSU-IC, used in most Bosch Motorsport ECUs and lambda control units like LT4. You'll find this unit and more on our homepage at Electronics/Sensor Interfaces.

Application

Application	lambda 0.65 to ∞
-------------	-------------------------

Fuel compatibility	gasoline/Diesel/E85
Exhaust gas pressure	≤ 2.5 bar (higher with decrease accuracy)
Exhaust gas temperature range (operating)	$< 930^\circ\text{C}$
Exhaust gas temperature range (max.) for short time	$< 1,030^\circ\text{C}$
Hexagon temperature	$\leq 700^\circ\text{C}$
Wire and protective sleeve temperature	$< 250^\circ\text{C}$
Connector temperature	$< 150^\circ\text{C}$
Storage temperature range	-40 to 100°C
Max. vibration (stochastic peak level)	300 m/s^2 (see Installation Notes)

Technical Specifications

Variations

Mini-LSU 4.9 with automotive connector

Connector	1 928 404 682
Mating connector	D 261 205 356-01
Wire length L	950 mm

Mini-LSU 4.9 with motorsport connector

Connector	AS 6-07-35PN
Mating connector	AS 0-07-35SN
Wire length L	200 to 1,400 mm

Mechanical Data

Weight w/o wire	28 g
Thread	M16x1.5
Wrench size	17 mm
Tightening torque	60 Nm

Electrical Data

Power supply H+ nominal	7.5 V
System supply voltage H+ (min)	10.8 V
Heater power steady state	7.5 W
Heater control frequency	100 Hz
Nominal resistance of Nernst cell	300 Ohm
Max. current load for Nernst cell	250 μA

Characteristic

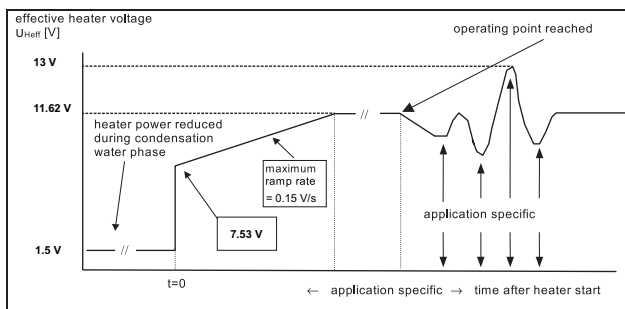
Signal output	I_p meas
Accuracy at lambda 0.8	0.80 ± 0.01
Accuracy at lambda 1	1.016 ± 0.007
Accuracy at lambda 1.7	1.70 ± 0.05

I_p [mA]	lambda	U_A [V], v=17	U_A [V], v=8
-2.000	0.650	-	0.510

-1.602	0.700	-	0.707
-1.243	0.750	0.192	0.884
-0.927	0.800	0.525	1.041
-0.800	0.822	0.658	1.104
-0.652	0.850	0.814	1.177
-0.405	0.900	1.074	1.299
-0.183	0.950	1.307	1.409
-0.106	0.970	1.388	1.448
-0.040	0.990	1.458	1.480
0	1.003	1.500	1.500
0.015	1.010	1.515	1.507
0.097	1.050	1.602	1.548
0.193	1.100	1.703	1.596
0.250	1.132	1.763	1.624
0.329	1.179	1.846	1.663
0.671	1.429	2.206	1.832
0.938	1.701	2.487	1.964
1.150	1.990	2.710	2.069
1.385	2.434	2.958	2.186
1.700	3.413	3.289	2.342
2.000	5.391	3.605	2.490
2.150	7.506	3.762	2.565
2.250	10.119	3.868	2.614

Please note: U_A is not an output signal of the lambda sensor, but the output of the evaluation circuit. Only I_p correlates with the oxygen content of the exhaust gas. Amplification factor $v=17$ is typically used for lean applications ($\lambda > 1$), amplification factor $v=8$ is typically used for rich applications ($\lambda < 1$).

Heater Strategy



Resistance/LSU Temperature

R (Ohm)	Temp (°C)
80	1030
150	888
200	840
250	806
300 [operating point]	780
350	761
400	744
450	729

550	703
650	686
800	665
1000	642
1200	628
2500	567

Connectors and Wires

Connector	Please see variations
Mating connector	Please see variations
Sleeve	fiber glass / silicone coated
Pin 1	Pump current APE / IP
Pin 2	Virtual ground IPN / VM
Pin 3	Heater voltage H- / Uh-
Pin 4	Heater voltage H+ / Uh+
Pin 5	Trim resistor RT / IA
Pin 6	Nernst voltage UN / RE
Wire length	Please see variations
Various motorsport and automotive connectors are available on request.	

Installation Notes

This lambda sensor operates only in combination with a special LSU-IC, used in most Bosch Motorsport ECUs and lambda control units like LT4. You'll find this unit and more on our homepage at Accessories/Expansion Modules.

The lambda sensor should be installed at point which permits the measurement of a representative exhaust-gas mixture and which does not exceed the maximum permissible temperature.

Install at a point where the gas is as hot as possible.

Observe the maximum permissible temperature.

Sensors should be installed as close to vertical as possible (wire upwards).

The sensor is not to be fitted near to the exhaust pipe outlet, so that the influence of the outside air can be ruled out.

The exhaust system up stand and surrounding the sensor must be sealed in order to avoid the effects of leakage air.

Protect the sensor against condensation water. The sensor is not to be painted, nor is wax to be applied or any other forms of treatment. Use only the recommended grease for lubricating the thread.

Please find further application hints in the offer drawing at our homepage.

A higher maximum vibration profile is possible and should be determined by the customer's individual application.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Lambda Sensor Mini-LSU 4.9

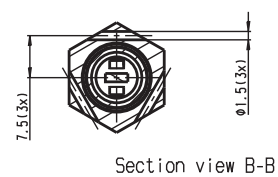
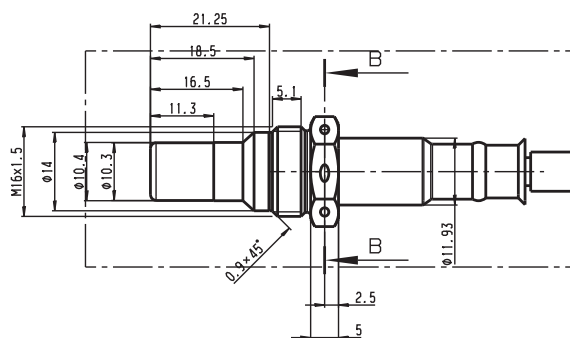
With automotive connector

Order number **B 258 490 103-30****Lambda Sensor Mini-LSU 4.9**

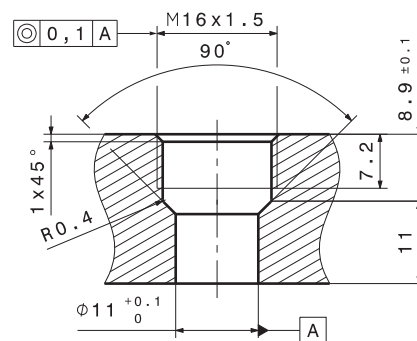
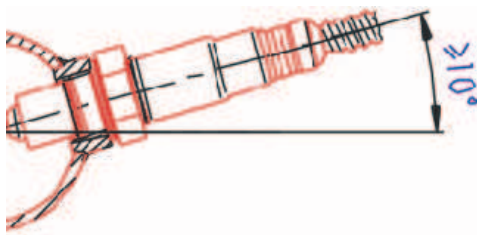
With motorsport connector

Order number **F 02U V02 227-02**

Dimensions



Mounting recommendation



Overview

Pressure Sensor Air PS-AA



- Application: 0.1 to 1.15 bar or 0.2 to 2.5 bar
- Response time: 1 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 20 g

Pressure Sensor Air PS-AL



- Application: 0.4 to 4.0 bar
- Response time: 1 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 15 g

Pressure Sensor Air PS-AS



- Application: 0.2 to 3.0 bar
- Response time: 1 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 21 g

Pressure Sensor Air PSA-N



- Application: 0.1 to 1.15 bar
- Response time: 0.1 ms
- Pressure reference type: Absolute
- Power supply: 11 to 14 V
- Weight: 21 g

Pressure Sensor Air PSB-4



- Application: 0.5 to 4.0 bar
- Response time: 0.2 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 20 g

Pressure Sensor Air PSP



- Application: 0.2 to 3.0 bar
- Response time: 0.2 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 17 g

Pressure Sensor Air PS-AA



7

Features

- ▶ Application: 0.1 to 1.15 bar or 0.2 to 2.5 bar
- ▶ Response time: 1 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 5 V
- ▶ Weight: 20 g

This sensor is designed to measure absolute air pressure, especially the air box pressure of gasoline or Diesel engines.

An integrated circuit combines a piezo-resistive sensor element and electronic systems for signal-amplification and temperature-compensation. The output of the sensor is an analog, ratio metric signal. Two different pressure ranges are available (0.1 to 1.15 bar or 0.2 to 2.5 bar).

Application

Application	Please see variations
Pressure reference type	absolute
Max. pressure	5 bar
Operating temp. range	-40 to 130°C
Media temp. range	-40 to 130°C
Storage temp. range	0 to 40°C
Max. vibration	According to ISO 16750-3

Technical Specifications

Variations

	PS-AA (0.1 to 1.15 bar)	PS-AA (0.2 to 2.50 bar)
Tolerance (FS) at $U_s = 5\text{ V}$	$\pm 0.016\text{ bar}$	$\pm 0.034\text{ bar}$
Tolerance (FS)	$\pm 1.52\%$	$\pm 1.48\%$

Sensitivity	4,048 mV/bar	1,848 mV/bar
Offset	-4.8 mV	30.4 mV

Mechanical Data

Mounting	M6
Fitting	$12.05 \pm 0.8\text{ mm}$
Weight w/o wire	20 g
Sealing	O-ring 7.59 x 2.62 mm

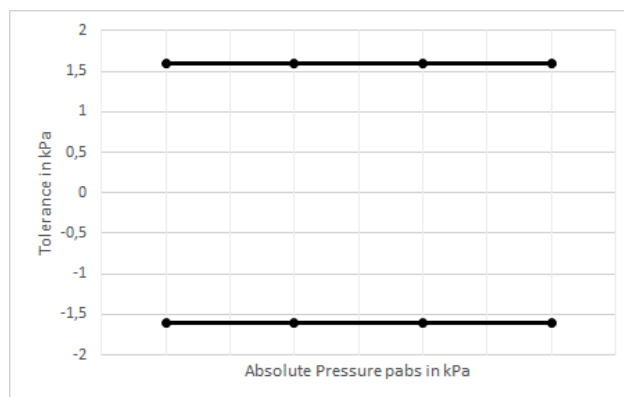
Electrical Dat

Power supply U_s	4.75 to 5.25 V
Max. power supply	16 V
Full scale output U_A at 5 V	0.4 to 4.65 V
Current I_s	9 mA

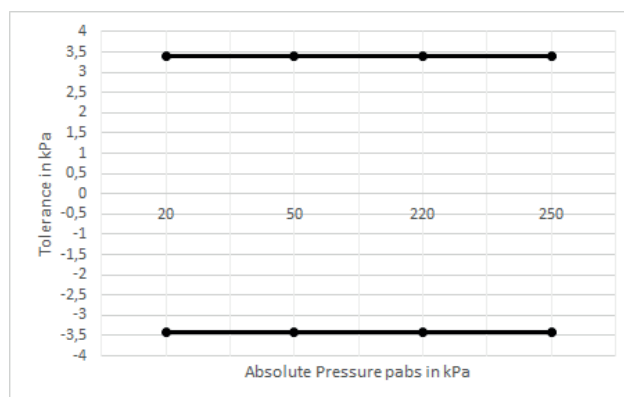
Characteristic

Response time T10/90	1 ms
Compensated range	10 to 85°C
Tolerance (FS) at $U_s = 5\text{ V}$	Please see variations
Tolerance (FS)	Please see variations
Sensitivity	Please see variations
Offset	Please see variations

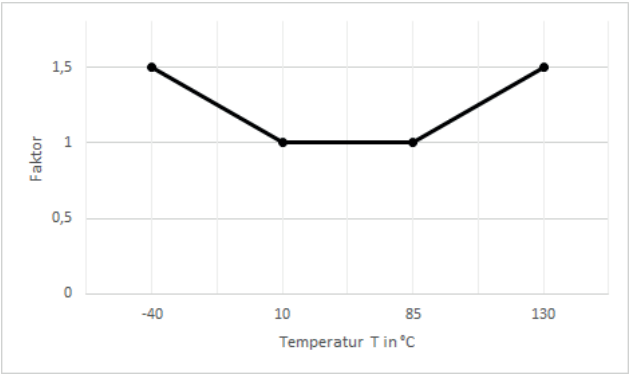
Tolerance 0.1 to 1.15 bar



Tolerance 0.2 to 2.5 bar



Expansion of Tolerance



Connectors and Wires

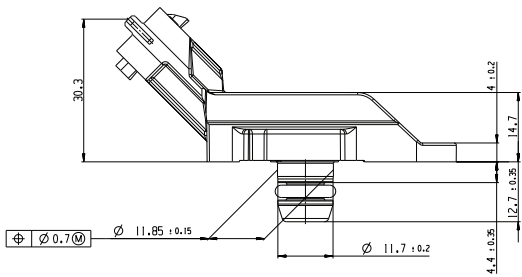
Connector	RB-COMP 1.1a/3P/Kod.1
Mating connector	D 261 205 366-01
Pin 1	U _s
Pin 2	Gnd
Pin 3	Sig

Various motorsport and automotive connectors are available on request.

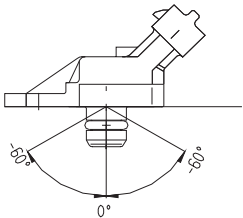
Installation Notes

- The PS-AA is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.
- The sensor can be connected directly to most control units.
- To avoid noise, an ECU-input circuit with a RC-low pass filter (tau = 2 ms) is recommended.

Dimensions



- Use engine oil (5W40) as O-Ring grease (no silicone based grease).
- Avoid miss-pinning (max. 5 minutes at I = 0.3 A).
- Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.
- To avoid damage caused by condensate the maximum mounting position from vertical is +60°.



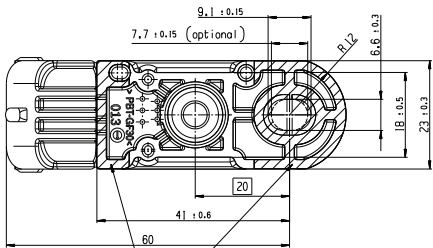
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Air PS-AA
0.1 to 1.15 bar
Order number **0 261 230 216**

Pressure Sensor Air PS-AA
0.2 to 2.5 bar
Order number **0 261 230 284**



Auflagefläche des Sensors.
In diesem Bereich vollflächige Unterstützung vorsehen.
SUPPORTING AREA OF SENSOR.
THIS AREA SHOULD BE SUPPORTED BY A COHERENT PLANE SURFACE.

Pressure Sensor Air PS-AL



7

Features

- Application: 0.4 to 4.0 bar
- Response time: 1 ms
- Pressure reference type: Absolut
- Power supply: 5 V
- Weight: 15 g

This sensor is designed to measure absolute air-pressure, especially the air box pressure of gasoline or Diesel engines.

An integrated circuit combines a piezo-resistive sensor element and an electronic for signal-amplification and temperature compensation. The output of the sensor is an analog, ratio metric signal.

Application

Application	0.4 to 4 bar
Pressure reference type	absolute
Max. pressure	6 bar
Operating temp. range	-40 to 130°C
Media temp. range	-40 to 130°C
Storage temp. range	0 to 40°C
Max. vibration	According to ISO 16750-3

Technical Specifications

Mechanical Data

Mounting	M6
Fitting	12.95 ± 0.8 mm
Weight w/o wire	15 g
Sealing	O-ring 9.25x1.78 mm

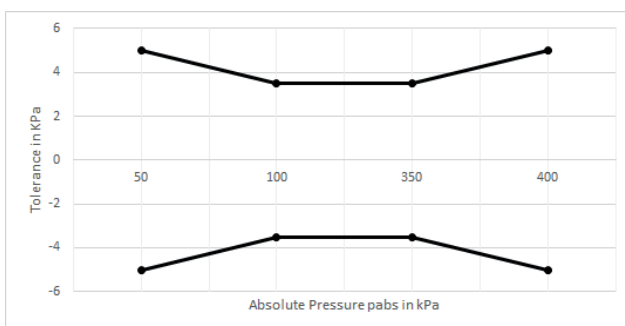
Electrical Data

Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V
Full scale output U_A at 5 V	0.4 to 4.50 V
Current I_s	9 mA

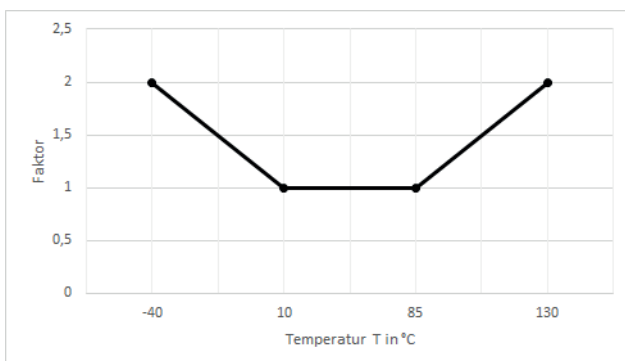
Characteristic

Response time T10/90	1 ms
Compensated range	10 to 85°C
Tolerance (FS) at $U_s = 5$ V	± 0.035 bar / ± 0.050 bar
Tolerance (FS)	± 1.00 % / ± 1.43 %
Sensitivity	1,142.86 mV/bar
Offset	-71.43 mV

Tolerance



Expansion of Tolerance



Connectors and Wires

Connector	Hirschmann 872-975- ...AK, Code A, Variant 1
Mating connector	F 02U B00 555-01
Pin 1	Sig
Pin 2	Gnd
Pin 3	U_s

Various motorsport and automotive connectors are available on request.

Installation Notes

The PS-AL is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.

The sensor can be connected directly to most control units.

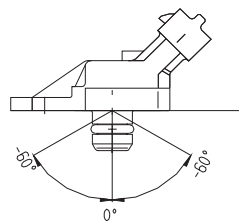
To avoid noise, an ECU-input circuit with a RC-low pass filter ($\tau = 2$ ms) is recommended.

Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3 \text{ A}$).

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

To avoid damage caused by condensate the maximum mounting position from vertical is $\pm 60^\circ$.



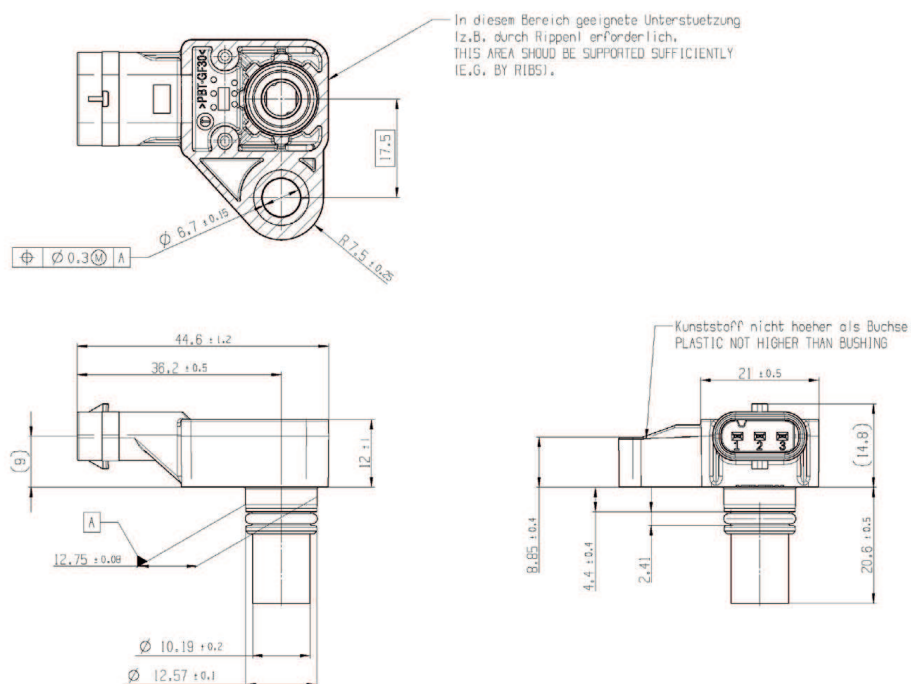
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Air PS-AL
Order number **0 261 230 441**

Dimensions





The sensor can be connected directly to most control units.

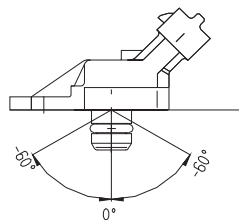
To avoid noise, an ECU-input circuit with a RC-low pass filter ($\tau = 2 \text{ ms}$) is recommended.

Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3 \text{ A}$).

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

To avoid damage caused by condensate the maximum mounting position from vertical is $\pm 60^\circ$.



Safety Note

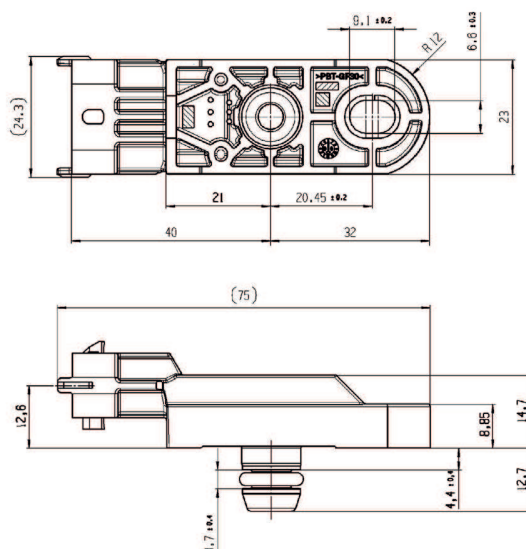
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Air PS-AS
Order number **0 281 002 996**

7

Dimensions



Pressure Sensor Air PSA-N



7

Features

- ▶ Application: 0.1 to 1.15 bar
- ▶ Response time: 0.1 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 11 to 14 V
- ▶ Weight: 21 g

This sensor is designed to measure absolute air-pressure, especially the air box pressure of gasoline or Diesel engines.

An integrated circuit combines a piezo-resistive sensor element and electronics for signal-amplification and temperature compensation. The output of the sensor is analog.

Application

Application	0.1 to 1.15 bar
Pressure reference type	absolute
Max. pressure	5 bar
Operating temp. range	-40 to 125°C
Media temp. range	-40 to 125°C
Storage temp. range	-40 to 130°C
Max. vibration	0.19 mm at 100 to 200 Hz 250 m/s ² at 200 to 500 Hz

Technical Specifications

Mechanical Data

Mounting	2 x #4-40 screws
Fitting	Flat O-ring boss
Weight w/o wire	21 g
Sealing	O-ring 4.5 x 1.5 mm

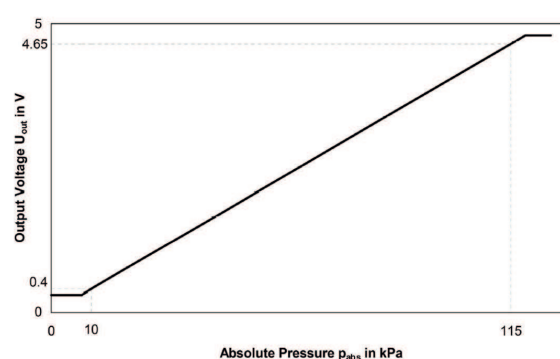
Electrical Data

Power supply U_s	11 to 16 V
Full scale output U_A	0.3 to 4.7 V
Typical current I_s	9 mA

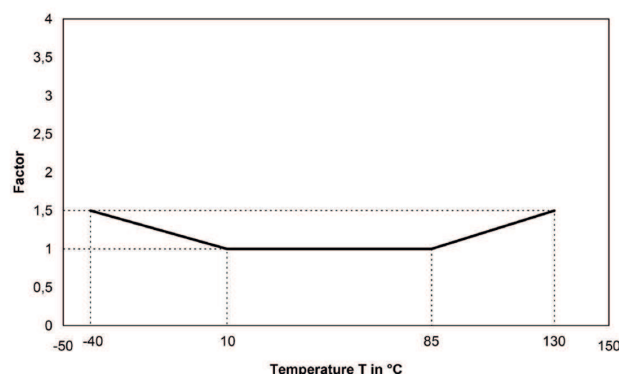
Characteristic

Response time $T_{10/90}$	1.0 ms
Compensated range	10 to 85°C
Tolerance (FS)	± 0.016 bar
Tolerance (FS)	± 1.52 %
Sensitivity	4,041.62 mV/bar
Offset	-4.16 mV

Tolerance



Expansion of Tolerance



Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Pin 1	U_s
Pin 2	Gnd
Pin 3	Sig
Pin 4	-
Pin 5	-

Various motorsport and automotive connectors are available on request.

Sleeve	DR-25
Wire size	AWG 24
Wire length L	64.5 cm

Installation Notes

The PSA-N is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.

The sensor can be connected directly to most control units.

To avoid noise, an ECU-input circuit with a RC-low pass filter ($\tau = 2\text{ ms}$) is recommended.

Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3\text{ A}$).

Surface finish of the mounting surface should not exceed 0.8 micrometers RMS.

Surface flatness tolerance at sensor mount interface must not exceed $\pm 0.025\text{ mm}$ after sensor is torqued in place.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

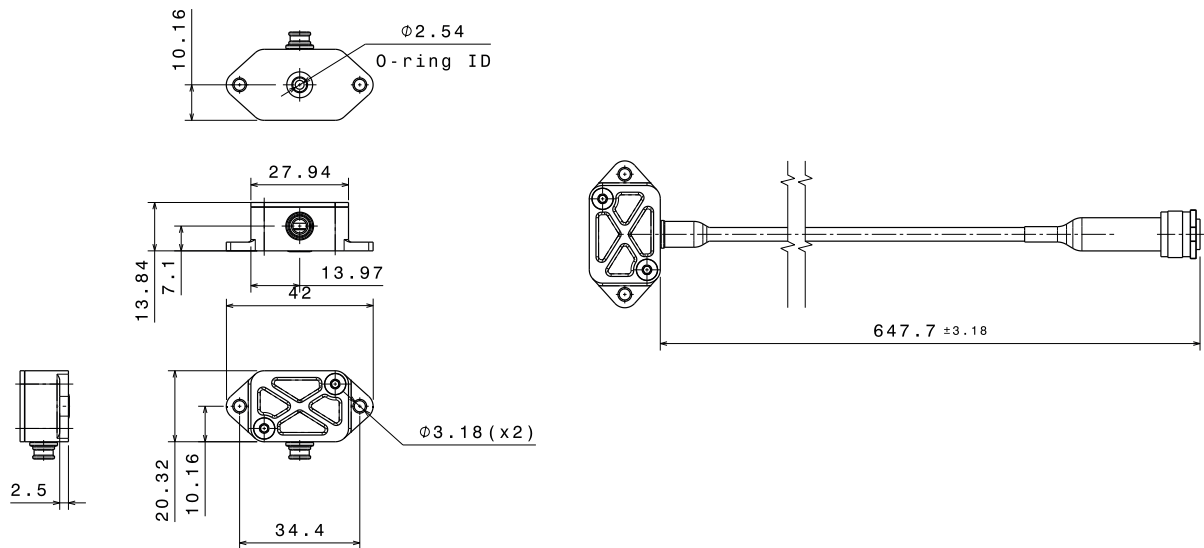
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Air PSA-N
Order number **F 02U V0U 197-02**

Dimensions



Pressure Sensor Air PSB-4



7

Features

- ▶ Application: 0.5 to 4.0 bar
- ▶ Response time: 0.2 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 5 V
- ▶ Weight: 20 g

This sensor is designed to measure absolute air-pressure, especially the air box and boost pressure of gasoline or Diesel engines over a wide range. An integrated circuit combines a piezo-resistive sensor element, electronics for signal-amplification and temperature-compensation. The output of the sensor is an analog, ratio metric signal. The main feature and benefit of this sensor is the combination of the high quality of the production part and an individual calibration. Each sensor is delivered with a calibration sheet to enable very small measurement tolerances. Furthermore the sensor has a very short response time.

Application

Application	0.5 to 4 bar (a)
Pressure reference type	absolute
Max. pressure	6 bar
Operating temp. range	-40 to 130°C
Media temp. range	-40 to 130°C
Storage temp. range	-40 to 130°C
Max. vibration	20 m/s ² at 10 to 1,000 Hz

Technical Specifications

Mechanical Data

Mounting	M6
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Fitting	12.05 mm
Weight w/o wire	20 g
Sealing	O-ring 7.59 x 2.62 mm

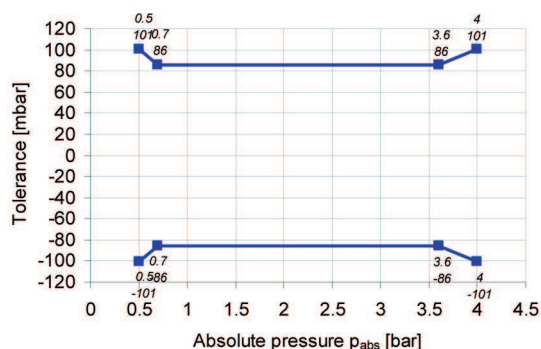
Electrical Data

Power supply U_s	4.5 to 5.5 V
Max power supply U_s max.	16 V
Full scale output U_A at 5 V	0.3 to 4.8 V
Current I_s	9 mA

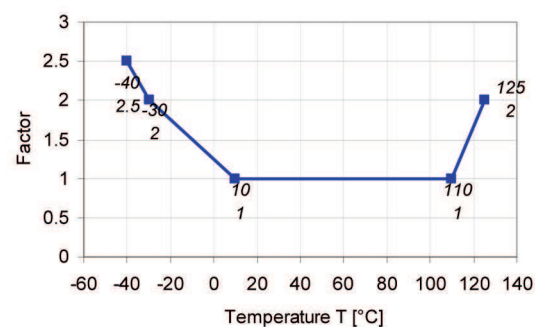
Characteristic

Response time $T_{10/90}$	0.2 ms
Compensated range	0 to 80°C
Tolerance (FS) at $U_s = 5$ V	± 0.056 bar
Tolerance (FS)	± 1.4 %
Sensitivity	1,143 mV/bar (an individual calibration sheet will be delivered)
Offset	-71 mV (an individual calibration sheet will be delivered)

Tolerance



Expansion of Tolerance



Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 6-06-05SC-HE	
Pin 1	U_s
Pin 2	Gnd
Pin 3	Sig
Pin 4	-

Pin 5

-

Various motorsport and automotive connectors are available on request.

Sleeve DR-25

Wire size AWG 24

Wire length L 15 to 100 cm

Please specify the required wire length with your order.

Installation Notes

The PSB-4 is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.

The sensor can be connected directly to most control units.

Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3 \text{ A}$).

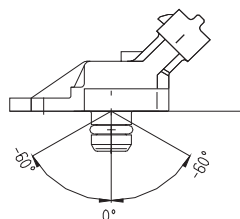
Please note that the 6mm tube connector has no function.

To optimize the accuracy of this sensor, an individual calibration sheet is delivered with each sensor.

Please find further application hints in the offer drawing.
www.bosch-motorsport.com

Free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System www.bosch-motorsport.com

To avoid damage caused by condensate the maximum mounting position from vertical is $\pm 60^\circ$.



Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

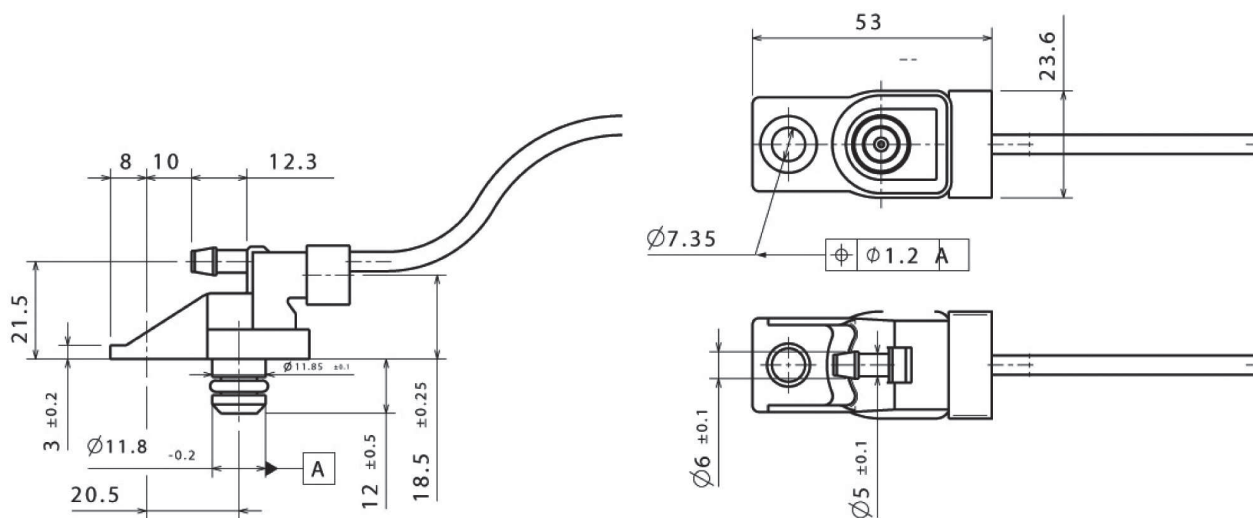
Ordering Information

Pressure Sensor Air PSB-4

Order number **B 261 209 348-01**

7

Dimensions



Pressure Sensor Air PSP



7

Features

- Application: 0.2 to 3.0 bar
- Response time: 0.2 ms
- Pressure reference type: Absolut
- Power supply: 5 V
- Weight: 17 g

This sensor is designed to measure absolute air-pressure, especially the air box pressure of gasoline or Diesel engines.

An integrated circuit combines a piezo-resistive sensor element and an electronic for signal-amplification and temperature compensation. The output of the sensor is an analog, ratio metric signal. The main feature and benefit of this sensor is the combination of both high quality production part and motorsport connector.

Application

Application	0.2 to 3 bar (a)
Pressure reference type	absolute
Max. pressure	5 bar
Operating temp. range	-40 to 125°C
Media temp. range	-40 to 125°C
Storage temp. range	-40 to 130°C
Max. vibration	0.19 mm at 100 to 200 Hz 250 m/s ² at 200 to 500 Hz

Technical Specifications

Mechanical Data

Mounting	M6
Fitting	12.05 mm
Weight w/o wire	17 g

Sealing	O-ring 7.59 x 2.62 mm
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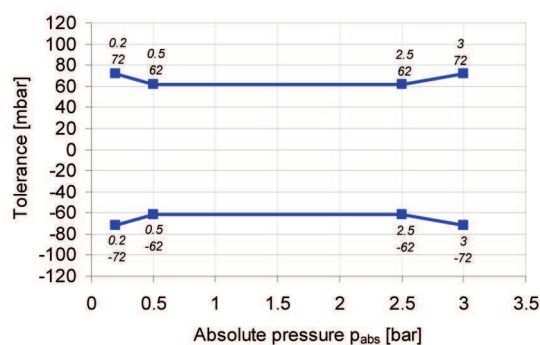
Electrical Data

Power supply U_s	4.5 to 5.5 V
Max power supply U_s max	16 V
Full scale output U_A at 5 V	0.3 to 4.8 V
Current I_s	9 mA

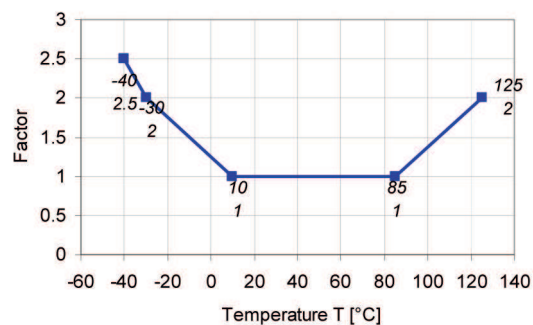
Characteristic

Response time $T_{10/90}$	0.2 ms
Compensated range	10 to 85°C
Tolerance (FS) at $U_s = 5$ V	± 0.042 bar
Tolerance (FS)	± 1.4 %
Sensitivity	1,518 mV/bar
Offset	96 mV

Tolerance



Expansion of Tolerance



Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Pin 1	-
Pin 2	Gnd
Pin 3	Sig
Pin 4	U_s
Pin 5	-
Various motorsport and automotive connectors are available on request.	
Sleeve	DR-25

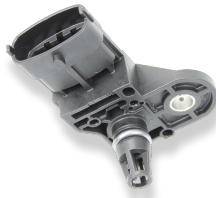
Overview

Pressure Sensor Combined PSM-SAT



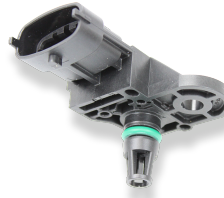
- Pressure: 0 to 3.5, 6, 10, 20, 35, 60, 70, 100, 200, 350, 700 bar
- Temperature: -40 to 150°C
- Power supply: 8 to 32 V
- Weight: 15 g

Pressure Sensor Combined PST 1/PST 3



- Pressure: 0.1 to 1.15 bar or 0.2 to 3 bar
- Temperature: -40 to 150°C or -40 to 140°C
- Power supply: 5 V
- Weight: 24 g

Pressure Sensor Combined PST 4



- Pressure: 0.4 to 4 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 22 g

Pressure Sensor Combined PST-F 1



- Pressure: 0 to 10 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 36 g

Pressure Sensor Combined PST-F 2 280 bar



- Pressure: 0 to 280 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 36 g

Pressure Sensor Combined PST-F 2 350 bar



- Pressure: 0 to 350 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 36 g

Pressure Sensor Combined PSM-SAT



Features

- ▶ Pressure: 0 to 3.5, 6, 10, 20, 35, 60, 70, 100, 200, 350, 700 bar
- ▶ Temperature: -40 to 150°C
- ▶ Power supply: 8 to 32 V
- ▶ Weight: 15 g

This sensor is designed to measure absolute pressure of various kinds of media e.g. Diesel, gasoline, water, engine oil, transmission oil or air plus temperature.

The sensor utilizes a flush metal diaphragm as a force collector. The force is transferred to a solid state piezo-resistive sensing element via a thin intervening film of noncompressible silicone oil. The housing is welded hermetically. An individual calibration sheet will be delivered with each sensor. The main feature and benefit of this sensor is a good protection against vibrations.

Application

Pressure measurement range versions	3.5 to 700 bar
Pressure reference type	absolute
Operating temp. range	-40 to 150°C
Vibration	2 g (10 Hz to 60 Hz) and 20 g (60 Hz to 1 KHz)
Shock (1/2 sine)	50 g (11 ms) and 200 g (6 ms)
Bio fuel compatibility	E85/M100

Technical Specifications

Mechanical Data

Housing	Stainless steel
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Male thread	M8x1
Wrench size	12 mm
Installation torque	2.5 Nm max.
Weight	15 g + 20 g per meter of cable
Sealing	O-ring 6.35 x 1.6 VITON
Ingress Protection	IP66

Electrical Data

Supply voltage	8 to 32 V DC
Max current	< 8 mA
Non-Repeatability	± 0.05 % FSO typ.
CNL & H	± 0.25 % FSO
Bandwidth (-3 dB)	400 Hz
Output "FSO"	0.5 to 4.5 V = 4 V ± 50 mV

Characteristic

Compensated range	20 to 120°C
Long term stability	Offset = 0.1 % span/year; Span = 0.1 %/year
Zero offset at 23°C	0.5 V ± 50 mV (0.5 ± 100 mV for ranges ≤ 10 bar or 150 psi)
Sensitivity/Offset	(an individual calibration sheet will be delivered)
Thermal zero shift "TZS"	± 1 % FSO/100°C (± 2 % FSO/100°C for ranges ≤ 10 bar or 150 psi)
Thermal sensitivity shift "TSS"	± 1 %/100°C (± 1.5 %/100°C for ranges ≤ 10 bar or 150 psi)
Temperature sensor RTD	1,000 Ohms Platinum DIN EN 60751 63 % response time: 3 s max.

Connectors and Wires

Connector	ASU 6-03-05PC-HE
Mating connector	F 02U 000 208-01
ASU 0-03-05SC-HE	
Pin 1	Power Supply
Pin 2	Ground
Pin 3	Pressure Signal
Pin 4	Temperature Signal +
Pin 5	Temperature Signal -
Sleeve	Viton
Wire size	AWG 24
Wire length L	15 to 100 cm
Various motorsport and automotive connectors are available on request.	
Please specify the required wire length with your order.	

Installation Notes

The PSM-SAT can be connected directly to most control units.
Each mounting orientation is possible.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

100 % relative humidity is possible.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSM-SAT

0 to 3.5 bar

Order number **F 02U V01 955-01**

Pressure Sensor Fluid PSM-SAT

0 to 6 bar

Order number **F 02U V01 956-01**

Pressure Sensor Fluid PSM-SAT

0 to 10 bar

Order number **F 02U V01 980-01**

Pressure Sensor Fluid PSM-SAT

0 to 20 bar

Order number **F 02U V01 957-01**

Pressure Sensor Fluid PSM-SAT

0 to 35 bar

Order number **F 02U V01 958-01**

Pressure Sensor Fluid PSM-SAT

0 to 60 bar

Order number **F 02U V01 962-01**

Pressure Sensor Fluid PSM-SAT

0 to 100 bar

Order number **F 02U V01 964-01**

Pressure Sensor Fluid PSM-SAT

0 to 200 bar

Order number **F 02U V01 965-01**

Pressure Sensor Fluid PSM-SAT

0 to 350 bar

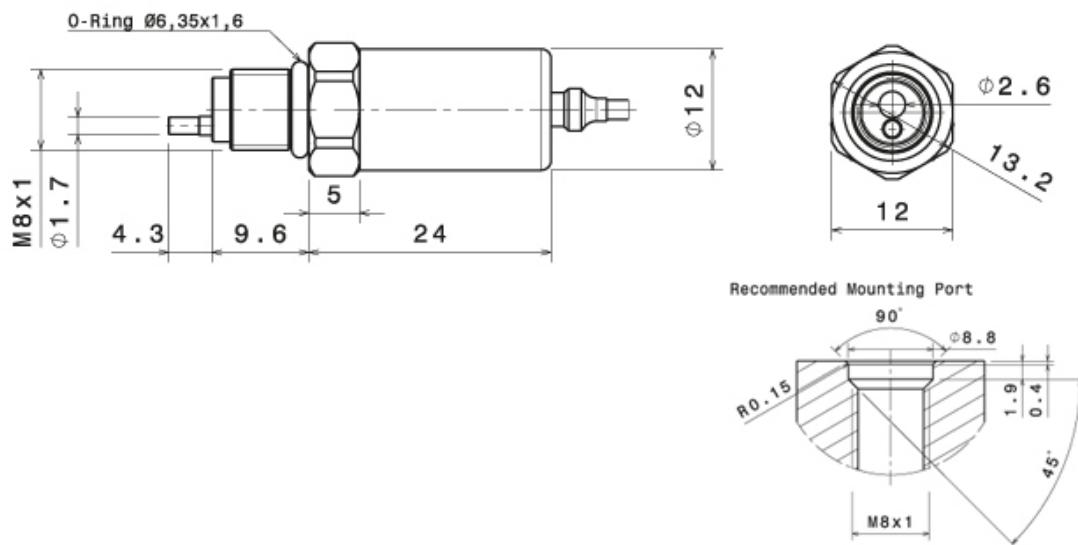
Order number **F 02U V01 966-01**

Pressure Sensor Fluid PSM-SAT

0 to 700 bar

Order number **F 02U V02 065-01**

Dimensions



Pressure Sensor Combined PST 1/PST 3



Features

- Pressure: 0.1 to 1.15 bar or 0.2 to 3 bar
- Temperature: -40 to 150°C or -40 to 140°C
- Power supply: 5 V
- Weight: 24 g

This sensor is designed to measure absolute air pressure, especially the air box pressure of gasoline or Diesel engines plus temperature.

An integrated circuit combines a piezo-resistive sensor element and electronic systems for signal-amplification and temperature-compensation. The output of the sensor is an analog, ratio metric signal. Two different pressure ranges are available (0.1 to 1.15 bar or 0.2 to 3 bar).

Application

Application 1	0.1 to 1.15 bar or 0.2 to 3 bar (a)
Application 2	-40 to 130°C
Reference	Absolute
Max. pressure	5 bar
Operating temp. range	-40 to 130°C
Media temp. range	-40 to 130°C
Storage temp. range	0 to 40°C
Max. vibration	According to ISO 16750-3

Technical Specifications

Variations

PST 1 (0.1 to 1.15 bar) **PST 3** (0.2 to 3 bar)

Tolerance (FS) at $U_s = 5\text{ V}$	$\pm 0.016\text{ bar}$	$\pm 0.030\text{ bar}$
Tolerance (FS)	$\pm 1.52\%$	$\pm 1.07\%$
Sensitivity	4,048 mV/bar	1,518 mV/bar
Offset	-4.76 mV	96.43 mV

Mechanical Data

Mounting	M6
Fitting	$12.05 \pm 0.8\text{ mm}$
Weight w/o wire	24 g
Sealing	O-ring 7.59 x 2.62 mm

Electrical Data

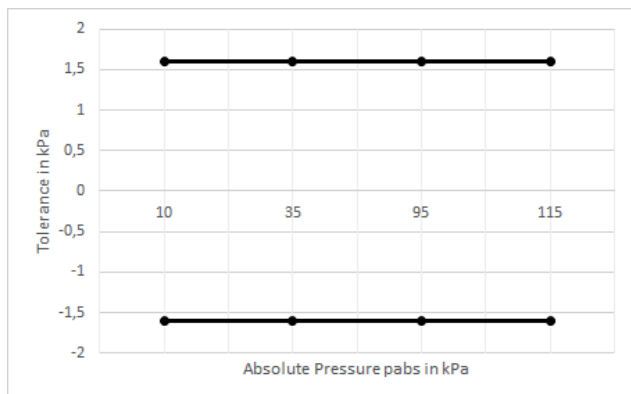
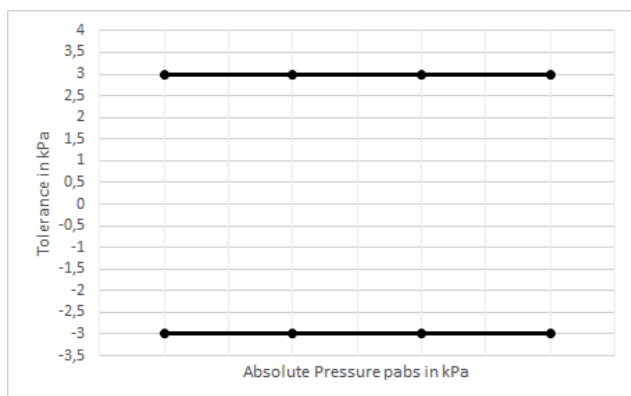
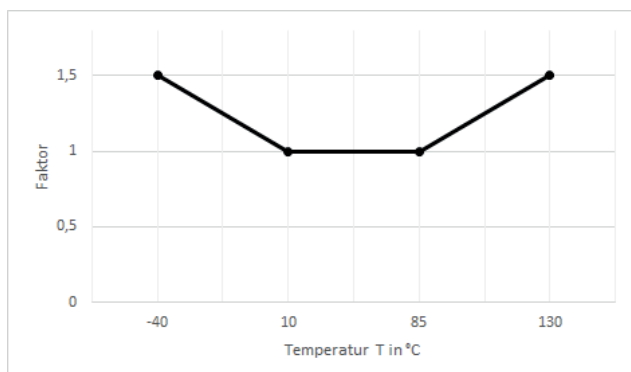
Power supply U_s	4.75 to 5.25 V
Max. power supply	16 V
Full scale output U_A at 5 V	0.4 to 4.65 V
Current I_s	9 mA

Characteristic 1

Response time $T_{10/90}$	1 ms
Compensated range	10 to 85°C
Tolerance (FS) at $U_s = 5\text{ V}$	Please see variations
Tolerance (FS)	Please see variations
Sensitivity	Please see variations
Offset	Please see variations

Characteristic 2

T [°C]	R [Ohm]
-40	45,303
-30	26,108
-20	15,458
-10	9,395
0	5,895
10	3,791
20	2,499
25	2,056
30	1,706
40	1,174
50	833.8
60	595.4
70	435.6
80	322.5
90	243.1
100	186.6
110	144.2
120	112.7
130	89.28

Tolerance 0.1 to 1.15 bar**Tolerance 0.2 to 3 bar****Expansion of Tolerance****Connectors and Wires**

Connector	Bosch Compact
Mating connector	D 261 205 360-01
Pin 1	Ground

Pin 2	Temperature Signal
Pin 3	Power Supply
Pin 4	Pressure Signal

Various motorsport and automotive connectors are available on request.

Installation Notes

The PST 1/PST 3 is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.

The sensor can be connected directly to most control units.

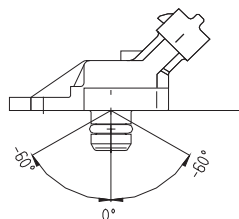
To avoid noise, an ECU-input circuit with a RC-low pass filter ($\tau = 2 \text{ ms}$) is recommended.

Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3 \text{ A}$).

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

To avoid damage caused by condensate the maximum mounting position from vertical is $\pm 60^\circ$.

**Safety Note**

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information**Pressure Sensor Combined PST 1**

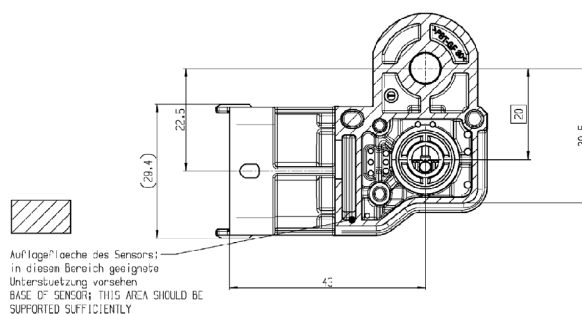
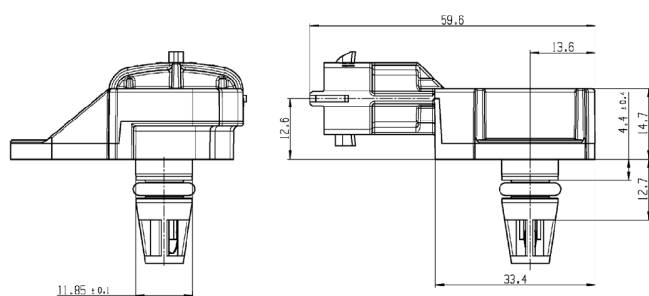
0.1 to 1.15 bar

Order number **0 261 230 333**

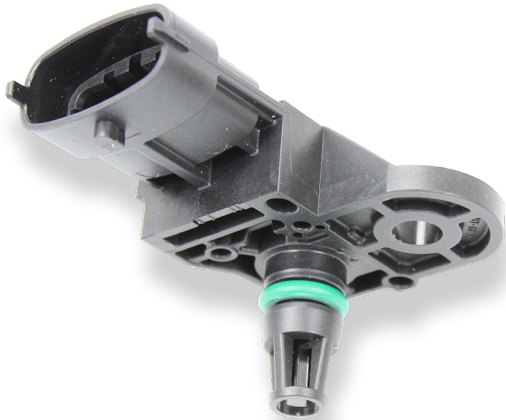
Pressure Sensor Combined PST 3

0.2 to 3 bar

Order number **0 261 230 280**

Dimensions

Pressure Sensor Combined PST 4



Features

- ▶ Pressure: 0.4 to 4 bar
- ▶ Temperature: -40 to 140°C
- ▶ Power supply: 5 V
- ▶ Weight: 22 g

This sensor is designed to measure absolute air pressure, especially the air box pressure of gasoline or Diesel engines plus temperature.

An integrated circuit combines a piezo-resistive sensor element and electronic systems for signal-amplification and temperature-compensation. The output of the sensor is an analog, ratio metric signal.

Application

Application 1	0.4 to 4 bar (a)
Application 2	-40 to 130°C
Reference	Absolute
Max. pressure	6 bar
Operating temp. range	-40 to 130°C
Media temp. range	-40 to 130°C
Storage temp. range	0 to 40°C
Max. vibration	According to ISO 16750-3

Technical Specifications

Mechanical Data

Mounting	M6 + Washer
Weight without wire	22 g
Fitting	12.05 ± 0.8 mm
Sealing	O-ring 7.59 x 2.62 mm

Electrical Data

Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V
Full scale output U_A	0.386 to 4.5 V
Current I_s	12 mA

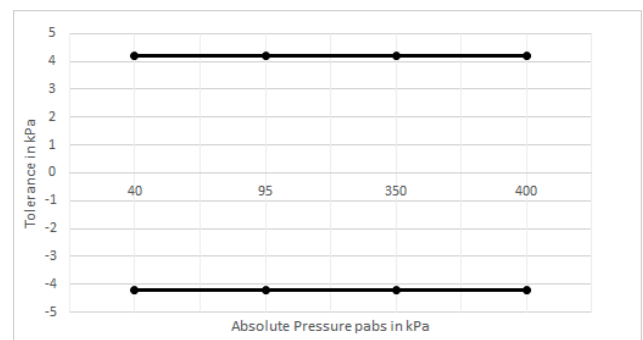
Characteristic 1

Response time $T_{10/90}$	1 ms
Compensated range	10 to 85°C
Tolerance (FS) at $U_s = 5$ V	0.042 bar
Sensitivity	1,143 mV/bar
Offset	-71.43 mV

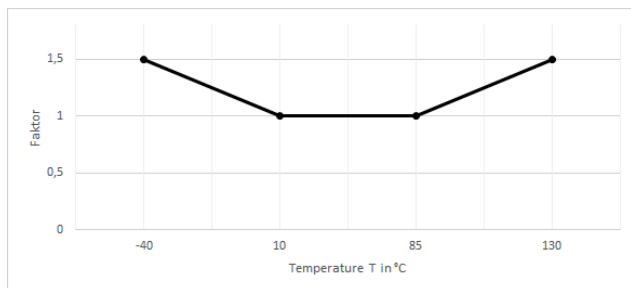
Characteristic 2

T [°C]	R [Ohm]
-40	45,303
-30	26,108
-20	15,458
-10	9,395
0	5,895
10	3,791
20	2,499
25	2,056
30	1,706
40	1,174
50	833.8
60	595.4
70	435.6
80	322.5
90	243.1
100	186.6
110	144.2
120	112.7
130	89.28

Tolerance



Expansion of Tolerance



Connectors and Wires

Connector	Bosch Compact
Mating connector	D 261 205 360-01
Pin 1	Ground
Pin 2	Temperature Signal
Pin 3	Power Supply
Pin 4	Pressure Signal

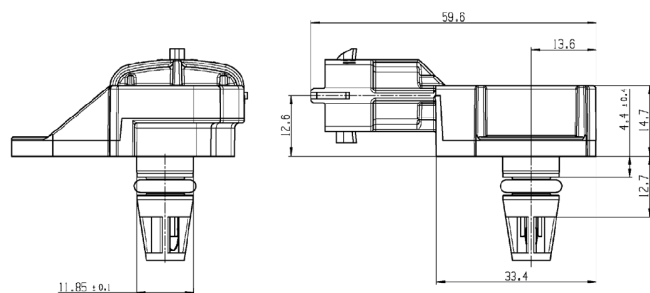
Installation Notes

The PST 4 is designed for engines using ROZ95, ROZ98, M15, E22 and Diesel.

The sensor can be connected directly to most control units.

To avoid noise, an ECU-input circuit with a RC-low pass filter ($\tau = 2 \text{ ms}$) is recommended.

Dimensions

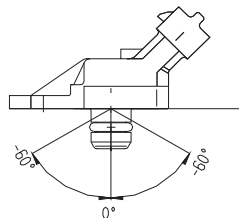


Use engine oil (5W40) as O-Ring grease (no silicone based grease).

Avoid miss-pinning (max. 5 minutes at $I = 0.3 \text{ A}$).

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

To avoid damage caused by condensate the maximum mounting position from vertical is $\pm 60^\circ$.



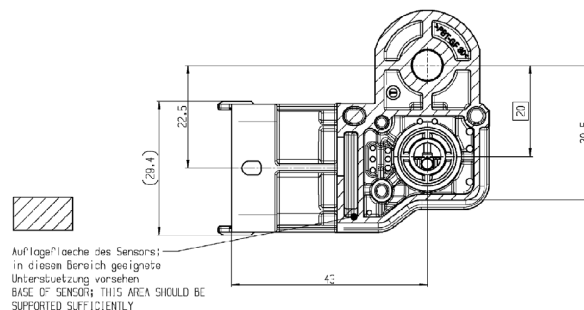
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Combined PST 4

Order number **0 261 230 423**



Pressure Sensor Combined PST-F 1



Features

- ▶ Pressure: 0 to 10 bar
- ▶ Temperature: -40 to 140°C
- ▶ Power supply: 5 V
- ▶ Weight: 36 g

This sensor is designed to measure relative gasoline pressure and gasoline temperature in port injection systems.

The pressure measurement of the sensor is by means of a piezoresistive element which is acted on by a silicon diaphragm in contact with the fluid being measured. The reference (relative) pressure is provided via an opening in the sensor housing and acts on the active upper side of the silicon diaphragm.

Application

Application 1	0 to 10 bar (a)
Application 2	-40 to 140°C
Reference	Relative
Max. pressure	20 bar
Operating temp. range	-40 to 140°C (140°C)
Media temp. range	-40 to 140°C (140°C)
Storage temp. range	-30 to 80°C
Fuel compatibility	Engine oils, most gasoline and Diesel fuels
Max. vibration	80 m/s ² at 20 to 260 Hz 60 m/s ² at 260 to 520 Hz

Technical Specifications

Mechanical Data

Male thread	M10x1
Weight without wire	36 g
Wrench size	27 mm
Installation torque	40 Nm
Sealing	Sealed cone

Electrical Data

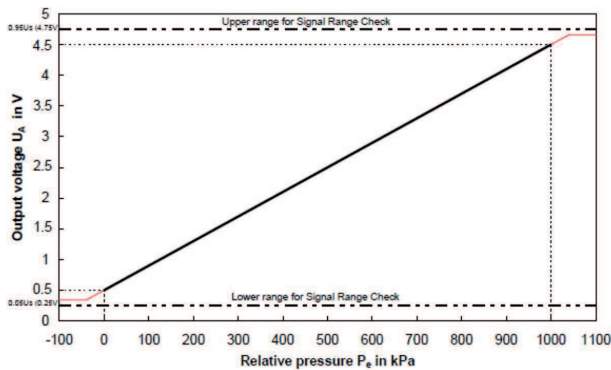
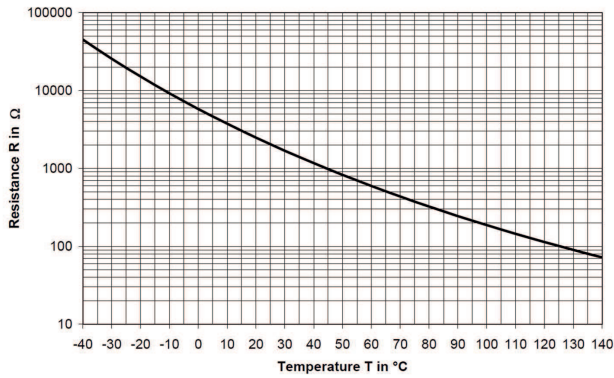
Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V
Full scale output U_A	0.5 to 4.5 V U_s ratiometric
Current I_s	10 mA

Characteristic 1

Response time T10/90	Pressure: <5 ms Temperature: 9 s (response time of temperature signal in oil dip bath 20 to 100°C)
Compensated range	-40 to 130°C
Tolerance (FS) at U_s	+/- 2 % at 25 to 85°C
Sensitivity	400 mV/bar at $U_s = 5$ V
Offset	500 mV at $U_s = 5$ V

Characteristic 2

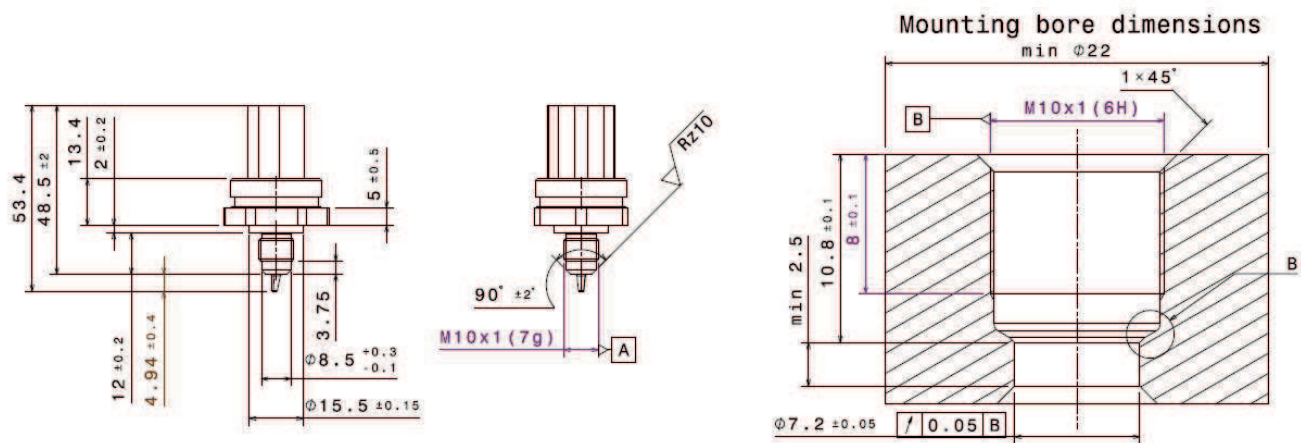
T [°C]	R [Ohm]
-40	44,864
-30	25,524
-20	15,067
-10	9,195
0	5,784
10	3,740
20	2,480
30	1,683
40	1,167
50	824
60	594
70	434.9
80	323.4
90	244
100	186.6
110	144.5
120	113.3
130	89.9
140	71.9



Connectors and Wires

Connector	Bosch Trapezoid
Mating connector	F 02U B00 751-01

Dimensions



Pin 2	Pressure Signal
Pin 3	Power Supply
Pin 4	Ground
Pin 5	Temperature Signal

Installation Notes

The sensor can be connected directly to most control units.

For temperature measurement please use a pull-up resistor with an optimal value of 4.6 kOhm.

The sensor has a protection for overvoltage, reverse polarity and short-circuit.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Combined PST-F 1

Order number **F 02U V0U 194-01**

Pressure Sensor Combined PST-F 2 280 bar



Features

- Pressure: 0 to 280 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 36 g

This sensor is designed to measure absolute gasoline pressure and gasoline temperature in direct injection systems.

The pressure measurement is based on the expansion of a steel diaphragm, where strain gauges are placed to a Wheatstone bridge. The measured signal is proportional to the pressure and is processed in an application specific integrated circuit.

The temperature measurement is conducted by an NTC thermistor. The main feature of this sensor is its compact design and the integration of two functions (temperature and pressure measurements) in a common housing.

Application

Application 1	0 to 280 bar
Reference	Absolute
Max. pressure	340 bar
Application 2	-40 to 140°C
Resistance at 25°C	10 kOhm
Operating temp. range	-40 to 140°C
Media temp. range	-40 to 140°C
Storage temp. range	-40 to 60°C
Biofuel compatibility	E26, E85
Max. vibration	210 m/s ² RMS at 147 to 1,350 Hz 175 m/s ² RMS at 1,350 to 2,000 Hz

Technical Specifications

Mechanical Data

Male thread	M10x1
Weight without wire	36 g
Wrench size	27 mm
Installation torque	37.5 ± 2.5 Nm
Sealing	Sealed cone

Electrical Data

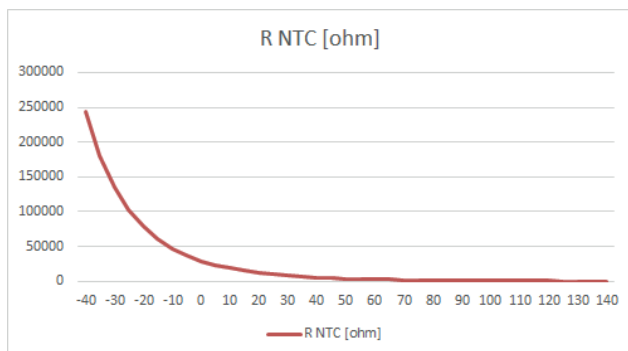
Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V (18 V for max. 1 h)
Full scale output U_A	0.5 to 4.5 V U_s ratiometric
Current I_s	12 mA

Characteristic 1

Response time T10/90	Pressure: 0.2 to 0.8 ms Temperature: 9 s (response time of temperature signal in oil dip bath 20 to 100°C)
Compensated range	-40 to 130°C
Tolerance (FS) at U_s	+/- 1 % at 0 to 100°C +/- 1.5 % at -40 to 0°C and 100 to 130°C
Sensitivity at $U_s = 5$ V	14.3 mV/bar
Offset	500 mV at $U_s = 5$ V

Characteristic 2

T [°C]	R [Ohm]
-40	243,241
-30	135,753
-20	78,716
-10	47,258
0	29,287
10	18,684
20	12,240
25	10,000
30	8,218
40	5,642
50	3,955
60	2,826
70	2,055
80	1,519
90	1,141
100	868.4
110	669.9
120	523.2
130	413.3
140	330.0



Connectors and Wires

Connector	Hirschmann
Mating connector	F 02U B00 596-01
Pin 1	Ground
Pin 2	Pressure Signal
Pin 3	Temperature Signal
Pin 4	Power Supply

Various motorsport and automotive connectors are available on request.

Installation Notes

The sensor can be connected directly to most control units.

For temperature measurement please use a pull-up resistor with an optimal value of 4.6 kOhm.

The sensor has a protection for overvoltage, reverse polarity and short-circuit.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

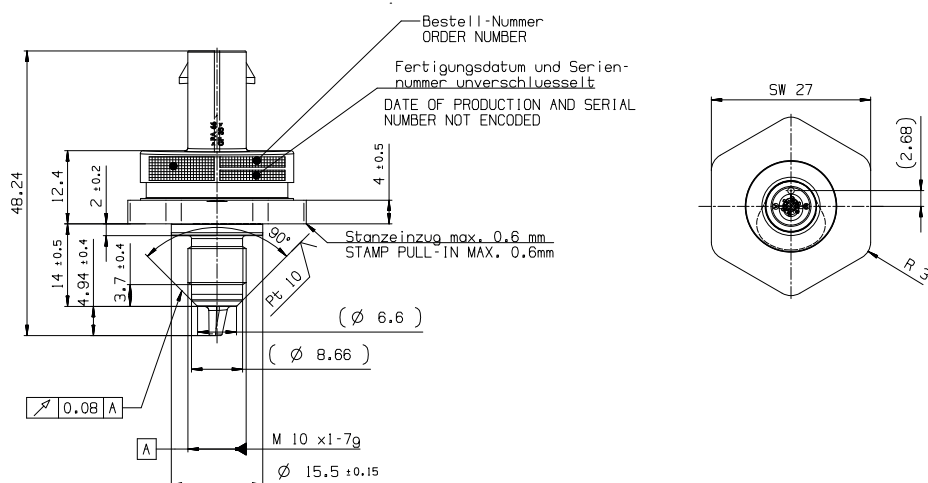
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Combined PST-F 2 280 bar
Order number **0 261 545 115**

Dimensions



Pressure Sensor Combined PST-F 2 350 bar



Features

- Pressure: 0 to 350 bar
- Temperature: -40 to 140°C
- Power supply: 5 V
- Weight: 36 g

This sensor is designed to measure absolute gasoline pressure and gasoline temperature in direct injection systems

The pressure measurement is based on the expansion of a steel diaphragm, where strain gauges are placed to a Wheatstone bridge. The measured signal is proportional to the pressure and is processed in an application specific integrated circuit.

The temperature measurement is conducted by an NTC thermistor. The main feature of this sensor is its compact design and the integration of two functions (temperature and pressure measurements) in a common housing.

Application

Application 1	0 to 350 bar
Reference	Absolute
Max. pressure	390 bar
Application 2	-40 to 140°C
Resistance at 25°C	2 kOhm
Operating temp. range	-40 to 140°C
Media temp. range	-40 to 140°C
Storage temp. range	-40 to 60°C
Biofuel compatibility	E26, E85
Max. vibration	210 m/s ² RMS at 147 to 1,350 Hz 175 m/s ² RMS at 1,350 to 2,000 Hz

Technical Specifications

Mechanical Data

Male thread	M10x1
Weight without wire	36 g
Wrench size	27 mm
Installation torque	37.5 ± 2.5 Nm
Sealing	Sealed cone

Electrical Data

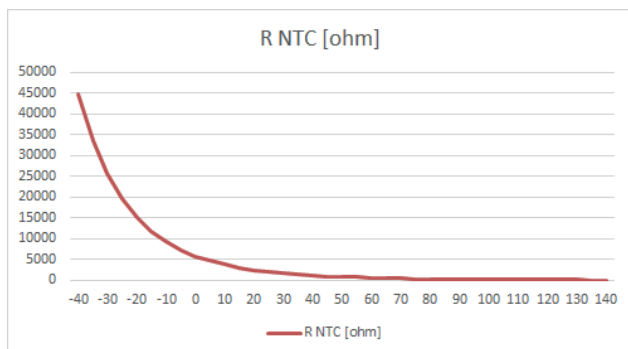
Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V (18 V for max. 1 h)
Full scale output U_A	0.5 to 4.5 V U_s ratiometric
Current I_s	12 mA

Characteristic 1

Response time T10/90	Pressure: 0.2 to 0.8 ms Temperature: 9 s (response time of temperature signal in oil dip bath 20 to 100°C)
Compensated range	-40 to 130°C
Tolerance (FS) at U_s	+/- 1 % at 0 to 100°C +/- 1.5 % at -40 to 0°C and 100 to 130°C
Sensitivity at $U_s = 5$ V	11.43 mV/bar
Offset	500 mV at $U_s = 5$ V

Characteristic 2

T [°C]	R [Ohm]
-40	44,864
-30	25,524
-20	15,067
-10	9,195
0	5,784
10	3,740
20	2,480
25	2,038
30	1,683
40	1,167
50	825
60	594
70	434,9
80	323,4
90	244
100	186,6
110	144,5
120	113,3
130	89,8
140	71,9



Connectors and Wires

Connector	Bosch Trapezoid
Mating connector	F 02U B00 751-01
Pin 1	-
Pin 2	Temperature Signal
Pin 3	Ground
Pin 4	Pressure Signal
Pin 5	Power Supply

Various motorsport and automotive connectors are available on request.

Installation Notes

The sensor can be connected directly to most control units.

For temperature measurement please use a pull-up resistor with an optimal value of 4.6 kOhm.

The sensor has a protection for overvoltage, reverse polarity and short-circuit.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

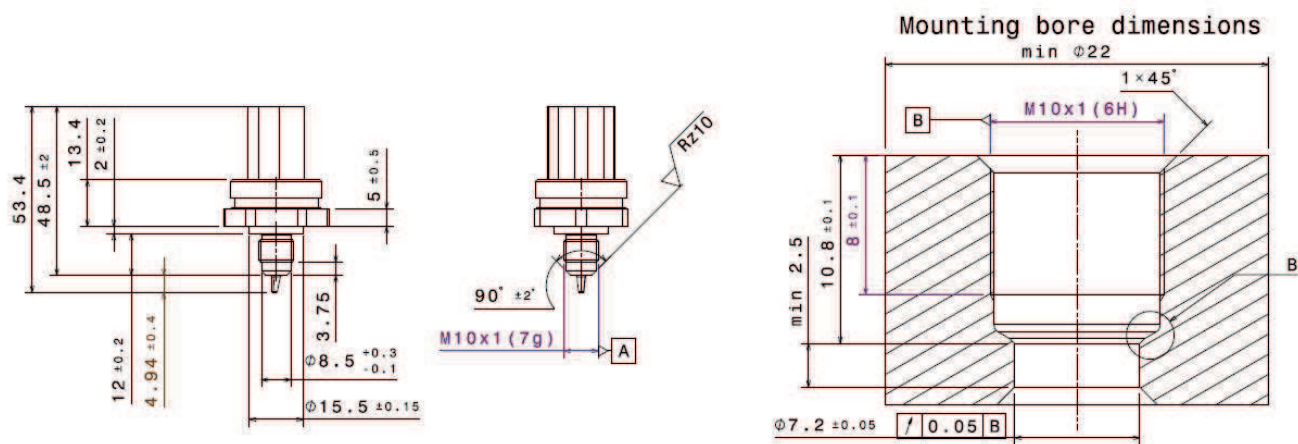
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Combined PST-F 2 350 bar
Order number **0 261 B35 596-01**

Dimensions



Overview

Pressure Sensor Fluid PSC-10



- Application: 0 to 10 bar
- Response time: 1.5 ms (5 V Variant) or 1 ms (12 V Variant)
- Pressure reference type: Absolute
- Power supply: 5 or 12 V
- Weight: 45 g

Pressure Sensor Fluid PSC-260



- Application: 0 to 260 bar
- Response time: 2 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 35 g

Pressure Sensor Fluid PSM- SA



- Application: 0 to 3.5, 6, 10, 20, 35, 60, 70, 100, 200, 350, 700 bar
- Response time: 1 ms
- Pressure reference type: Absolute
- Power supply: 8 to 30 V
- Weight: 13 g

Pressure Sensor Fluid PSS-10



- Application: 1 to 11 bar
- Response time: 1.5 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 45 g

Pressure Sensor Fluid PSS-250R



- Application: 0 to 250 bar
- Response time: 1.5 ms (5 V Variant) or 1 ms (12 V Variant)
- Pressure reference type: Relative
- Power supply: 5 to 12 V
- Weight: 45 g

Pressure Sensor Fluid PSS-140/260/420/600



- Application: 0 to 140, 260, 420, 600 bar
- Response time: 2 ms
- Pressure reference type: Absolute
- Power supply: 5 V
- Weight: 35 g

Pressure Sensor Fluid PSC-10



7

Features

- ▶ Application: 0 to 10 bar
- ▶ Response time: 1.5 ms (5 V Variant) or 1 ms (12 V Variant)
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 5 or 12 V
- ▶ Weight: 45 g

This sensor is designed to measure absolute pressure of various kinds of media e.g. Diesel, gasoline, water, engine oil, transmission oil or air. The sensor is available for two different supply voltage ranges. The sensor uses stainless steel measuring cells with piezo-resistive measuring bridges in thin layer technique, which are hermetically welded together with stainless steel pressure ports. This guarantees a complete media compatibility. The main benefit of this sensor is the high quality of a production part at a low price.

Application

Application	0 to 10 bar (a)
Pressure reference type	absolute
Max. pressure	20 bar
Operating temp. range	-40 to 125°C
Media temp. range	-40 to 125°C
Storage temp. range	-20 to 50°C
Bio fuel compatibility	E 85 / M 100
Max. vibration	100 m/s ² rms at 10 to 2,000 Hz

Technical Specifications

Variations

	PSC-10 (5 V)	PSC-10 (12 V)
Power supply U_s	4.75 to 5.25 V	9 to 30 V
Full scale output U_A	10 to 90 % U_s ratiometric	0 to 5 V non-ratiometric
Response time T10/90	1.5 ms	1.0 ms
Sensitivity	400 mV/bar at $U_s = 5$ V	500 mV/bar
Offset	500 mV at $U_s = 5$ V	0 mV
Pin 1	-	U_s
Pin 2	Gnd	Gnd
Pin 3	Sig	Sig
Pin 4	U_s	-
Pin 5	-	-

Mechanical Data

Male thread	M10x1
Wrench size	17 mm
Installation torque	15 Nm
Weight w/o wire	45 g
Sealing	O-ring 8.1 x 1.6 mm

Electrical Data

Power supply U_s	Please see variations
Max power supply U_s max	± 30 V
Full scale output U_A	Please see variations
Current I_s	8 mA

Characteristic

Response time T10/90	Please see variations
Compensated range	0 to 90°C
Tolerance (FS) at $U_s = 5$ V	± 0.1 bar
Tolerance (FS)	± 1 %
Sensitivity	Please see variations
Offset	Please see variations

Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Sleeve	DR-25
Wire size	AWG 24
Wire length L	13 to 95 cm

Various motorsport and automotive connectors are available on request.

Please specify the required wire length with your order.

Installation Notes

The PSC-10 can be connected directly to most control units.

The sensor has a protection for over voltage, reverse polarity and short-circuit.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

Each mounting orientation is possible.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSC-10

4.75 to 5.25 V

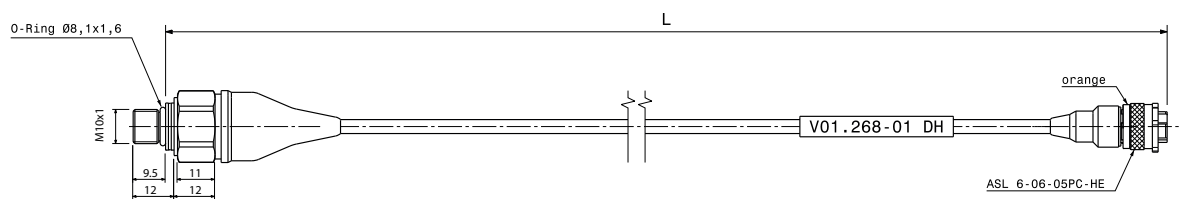
Order number **F 02U V01 268-01**

Pressure Sensor Fluid PSC-10

9 to 30 V

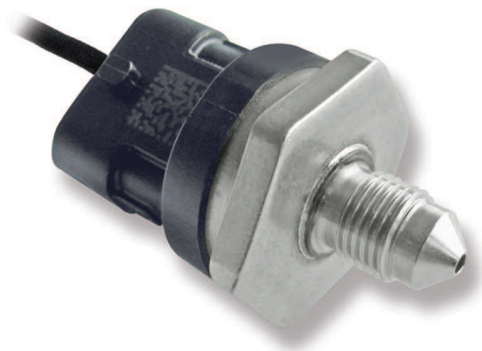
Order number **F 02U V01 295-01**

Dimensions



Pressure Sensor Fluid

PSC-260



7

Features

- ▶ Application: 0 to 260 bar
- ▶ Response time: 2 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 5 V
- ▶ Weight: 35 g

The PSC-260 is specially designed to measure absolute pressure in gasoline direct injection applications. This sensor is also compatible with other kind of fluids e.g. Diesel, engine oil, transmission oil or brake fluid.

The sensor uses a thin layer technique to achieve high accuracy pressure measurements. The stainless steel measuring cells with piezoresistive bridges are hermetically welded with stainless steel pressure ports. The internal reference ensures ambient pressure independent measurements.

The main benefits of this sensor are its high accuracy, its wide measurement range and its robust and compact design.

Application

Application	0 to 260 bar (a)
Pressure reference type	absolute
Max. pressure	320 bar
Operating temp. range	-40 to 130°C (140°C)
Media temp. range	-40 to 130°C (140°C)
Storage temp. range	-30 to 60°C
Max. vibration	560 m/s ² at 800 to 900 Hz 350 m/s ² at 1.000 to 2.500 Hz

Technical Specifications

Mechanical Data

Male thread	M10 x 1
Wrench size	27 mm
Installation torque	22 Nm in steel 32.5 Nm in aluminum
Weight w/o wire	35.2 g
Sealing	sealed cone

Electrical Data

Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	16 V
Full scale output U_A	10 to 90 % U_s ratio metric
Current I_s	12 mA

Characteristic

Load capacity	10 nF
Output resistance	10 Ohm
Tolerance (FS)	+ 1 % (0 to 100°C) + 1.5 % (-40 to 0°C and 100 to 130°C)
Sensitivity	15.38 mV/bar at $U_s = 5$ V
Offset	500 mV at $U_s = 5$ V

Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Pin 1	-
Pin 2	Gnd
Pin 3	Sig
Pin 4	U_s
Pin 5	-
Various motorsport and automotive connectors are available on request.	
Please specify the required wire length with your order.	
Sleeve	DR-25
Wire length L	13 to 95 cm

Installation Notes

The PSC-260 can be connected directly to most control units. Please consider the TCI for the electrical connection of the sensor.

The sensor has a protection for overvoltage, reverse polarity and short-circuit.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

Each mounting orientation is possible.

Please consider using the adapter F 02U 002 711-01.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSC-260

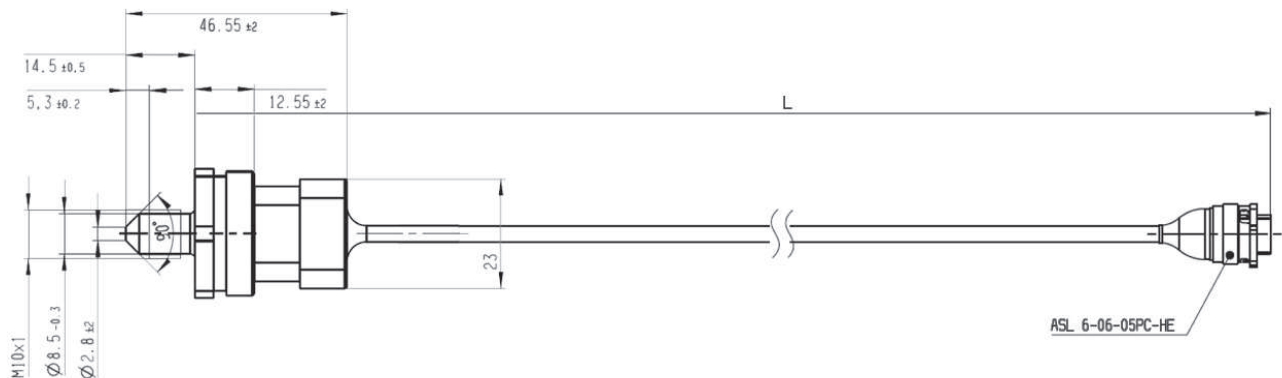
Order number **F 02U V00 990-03**

Accessories

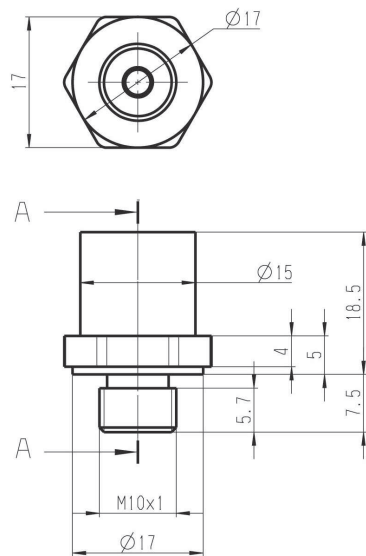
Adapter

Order number **F 02U 002 711-01**

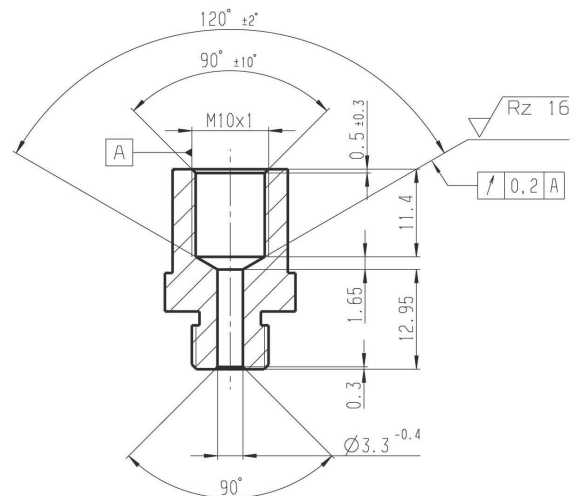
Dimensions



Sensor



Adapter



Pressure Sensor Fluid PSM-SA



7

Features

- ▶ Application: 0 to 3.5, 6, 10, 20, 35, 60, 70, 100, 200, 350, 700 bar
- ▶ Response time: 1 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 8 to 30 V
- ▶ Weight: 13 g

This sensor is designed to measure absolute pressure of various kinds of media e.g. Diesel, gasoline, water, engine oil, transmission oil or air. The sensor utilizes a flush metal diaphragm as a force collector. The force is transferred to a solid state piezo-resistive sensing element via a thin intervening film of noncompressible silicone oil. The housing is welded hermetically. An individual calibration sheet will be delivered with each sensor. The main feature and benefit of this sensor is a good protection against vibrations.

Application

Pressure measurement range versions	3.5 to 700 bar
Pressure reference type	absolute
Operating temp. range	-40 to 150°C
Vibration	2 g (10 Hz to 60 Hz) and 20 g (60 Hz to 1 KHz)
Shock (1/2 sine)	50 g (11 ms) and 200 g (6 ms)
Bio fuel compatibility	E85/M100

Technical Specifications

Mechanical Data

Housing	Stainless steel
Male thread	M8x1
Wrench size	11 mm
Installation torque	2.5 Nm max.
Weight	13 g + 20 g per meter of cable
Sealing	O-ring 6.35 x 1.6 VITON
Ingress Protection	IP66

Electrical Data

Supply voltage	8 to 32 V DC
Max current	< 8 mA
Non-Repeatability	± 0.05 % FSO typ.
CNL & H	± 0.25 % FSO
Bandwidth (-3 dB)	400 Hz
Output "FSO"	0.5 to 4.5 V = 4 V ± 50 mV

Characteristic

Compensated range	20 to 120°C
Long term stability	Offset = 0.1 % span/year; Span = 0.1 %/year
Zero offset at 23°C	0.5 V ± 50 mV (0.5 ± 100 mV for ranges ≤ 10 bar or 150 psi)
Sensitivity/Offset	(an individual calibration sheet will be delivered)
Thermal zero shift "TZS"	± 1 % FSO/100°C (± 2 % FSO/100°C for ranges ≤ 10 bar or 150 psi)
Thermal sensitivity shift "TSS"	± 1 %/100°C (± 1.5 %/100°C for ranges ≤ 10 bar or 150 psi)

Connectors and Wires

Connector	ASU 6-03-05PC-HE
Mating connector	F 02U 000 208-01
ASU 0-03-05SC-HE	
Pin 1	U _s
Pin 2	Gnd
Pin 3	Sig
Pin 4	-
Pin 5	Scr
Sleeve	Viton
Wire size	AWG 24
Wire length L	15 to 100 cm
Various motorsport and automotive connectors are available on request.	
Please specify the required wire length with your order.	

Installation Notes

The PSM-SA can be connected directly to most control units.

Each mounting orientation is possible.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

100 % relative humidity is possible.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSM-SA

0 to 3.5 bar

Order number **F 02U V01 946-01**

Pressure Sensor Fluid PSM-SA

0 to 6 bar

Order number **F 02U V01 947-01**

Pressure Sensor Fluid PSM-SA

0 to 10 bar

Order number **F 02U V01 948-01**

Pressure Sensor Fluid PSM-SA

0 to 20 bar

Order number **F 02U V01 949-01**

Pressure Sensor Fluid PSM-SA

0 to 35 bar

Order number **F 02U V01 950-01**

Pressure Sensor Fluid PSM-SA

0 to 60 bar

Order number **F 02U V01 951-01**

Pressure Sensor Fluid PSM-SA

0 to 70 bar

Order number **F 02U V01 724-01**

Pressure Sensor Fluid PSM-SA

0 to 100 bar

Order number **F 02U V01 952-01**

Pressure Sensor Fluid PSM-SA

0 to 200 bar

Order number **F 02U V01 953-01**

Pressure Sensor Fluid PSM-SA

0 to 350 bar

Order number **F 02U V01 954-01**

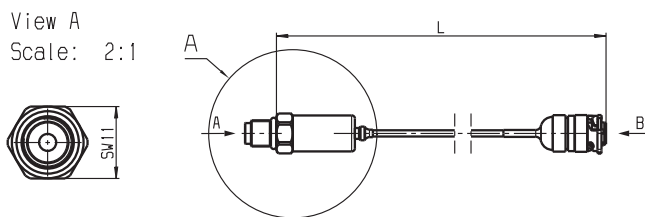
Pressure Sensor Fluid PSM-SA

0 to 700 bar

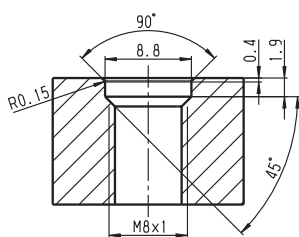
Order number **F 02U V02 064-01**

Dimensions

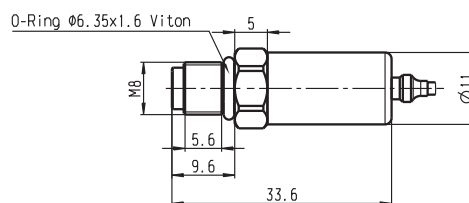
View A
Scale: 2:1



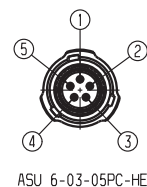
Recommended mounting port



Detail A
Scale: 2:1



View B
Scale: 2:1
Electrical connection



- 1: Supply (8 to 32VDC)
- 2: Ground
- 3: Signal (0.5 to 4.5V)
- 4: Not connected
- 5: Screen

Pressure Sensor Fluid PSS-10



7

Features

- ▶ Application: 1 to 11 bar
- ▶ Response time: 1.5 ms
- ▶ Pressure reference type: Absolut
- ▶ Power supply: 5 V
- ▶ Weight: 45 g

This sensor is designed to measure absolute pressure of various kinds of media e.g. Diesel, gasoline, water, engine oil, transmission oil or air.

The sensor uses stainless steel measuring cells with piezo-resistive measuring bridges in thin layer technique. These are hermetically welded together with stainless steel pressure ports. This guarantees a complete media compatibility.

The main benefit of this sensor is the high quality of a production part at a low price.

Application

Application	1 to 11 bar (a)
Pressure reference type	absolute
Max. pressure	20 bar
Operating temp. range	-40 to 125°C (140°C)
Media temp. range	-40 to 125°C (140°C)
Storage temp. range	-20 to 50°C
Bio fuel compatibility	E 85 / M 100
Max. vibration	100 m/s ² rms at 10 to 2,000 Hz

Technical Specifications

Mechanical Data

Male thread	M10x1
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Wrench size	17 mm
Installation torque	15 Nm
Weight w/o wire	45 g
Sealing	O-ring 7.65 x 1.63 mm

Electrical Data

Power supply U_s	4.75 to 5.25 V
Max power supply U_s max	± 30 V
Full scale output U_A	10 to 90 % U_s ratiometric
Current I_s	8 mA

Characteristic

Response time $T_{10/90}$	1.5 ms
Compensated range	0 to 90°C
Tolerance (FS) at $U_s = 5$ V	± 0.1 bar
Tolerance (FS)	± 1 %
Sensitivity	400 mV/bar at $U_s = 5$ V
Offset	100 mV at $U_s = 5$ V

Connectors and Wires

Connector	Bosch Compact
Mating connector	3-pole Compact D 261 205 339-01
Pin 1	Gnd
Pin 2	Sig
Pin 3	U_s
Pin 4	-
Pin 5	-

Installation Notes

The PSS-10 can be connected directly to most control units.

The sensor has a protection for over voltage, reverse polarity and short-circuit.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

Each mounting orientation is possible.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSS-10
Order number **B 261 209 341-01**

Pressure Sensor Fluid

PSS-250R



7

Features

- ▶ Application: 0 to 250 bar
- ▶ Response time: 1.5 ms (5 V Variant) or 1 ms (12 V Variant)
- ▶ Pressure reference type: Relative
- ▶ Power supply: 5 to 12 V
- ▶ Weight: 45 g

This sensor is designed to measure the pressure of media in relation to the ambient pressure (e.g. Diesel, gasoline, water, engine oil, transmission oil or air). The sensor is available for two different supply voltage ranges.

The sensor uses stainless steel measuring cells with piezo-resistive measuring bridges in thin layer technique, which are hermetically welded together with stainless steel pressure ports. This guarantees a complete media compatibility.

The main benefit of this sensor is the high quality of a production part at a low price

Application

Application	0 to 250 bar (r)
Pressure reference type	relative
Max. pressure	500 bar
Operating temp. range	Please see variations
Media temp. range	Please see variations
Storage temp. range	-20 to 50°C
Bio fuel compatibility	E 85 / M 100
Max. vibration	100 m/s ² rms at 10 to 2,000 Hz

Technical Specifications

Variations

	PSS-250R (5 V)	PSS-250R (12 V)
Operating temp. range	-40 to 125°C (140°C)	-40 to 125°C
Media temp. range	-40 to 125°C (140°C)	-40 to 125°C
Power supply U_s	4.75 to 5.25 V	8 to 26 V
Full scale output U_A	10 to 90 % U_s ratiometric	0.5 to 4.5 V non-ratiometric
Response time T10/90	1.5 ms	1.0 ms
Sensitivity	16 mV/bar at $U_s = 5$ V	16 mV/bar
Offset	500 mV at $U_s = 5$ V	500 mV
Mating connector	3-pole Compact D 261 205 339-01	3-pole Compact D 261 205 334-01

Mechanical Data

Male thread	M10x1
Wrench size	17 mm
Installation torque	15 Nm
Weight w/o wire	45 g
Sealing	O-ring 7.65 x 1.63 mm

Electrical Data

Power supply U_s	Please see variations
Max power supply U_s max	± 30 V
Full scale output U_A	Please see variations
Current I_s	8 mA

Characteristic

Response time T10/90	Please see variations
Compensated range	0 to 90°C
Tolerance (FS)	± 2.5 bar
Tolerance (FS)	± 1 %
Sensitivity	Please see variations
Offset	Please see variations

Connectors and Wires

Connector	Bosch Compact
Mating connector	Please see variations
Pin 1	Gnd
Pin 2	Sig
Pin 3	U_s
Pin 4	-
Pin 5	-

Installation Notes

The PSS-250R can be connected directly to most control units.

The sensor has a protection for over voltage, reverse polarity and short-circuit.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

Each mounting orientation is possible.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSS-250R

4.75 to 5.25 V

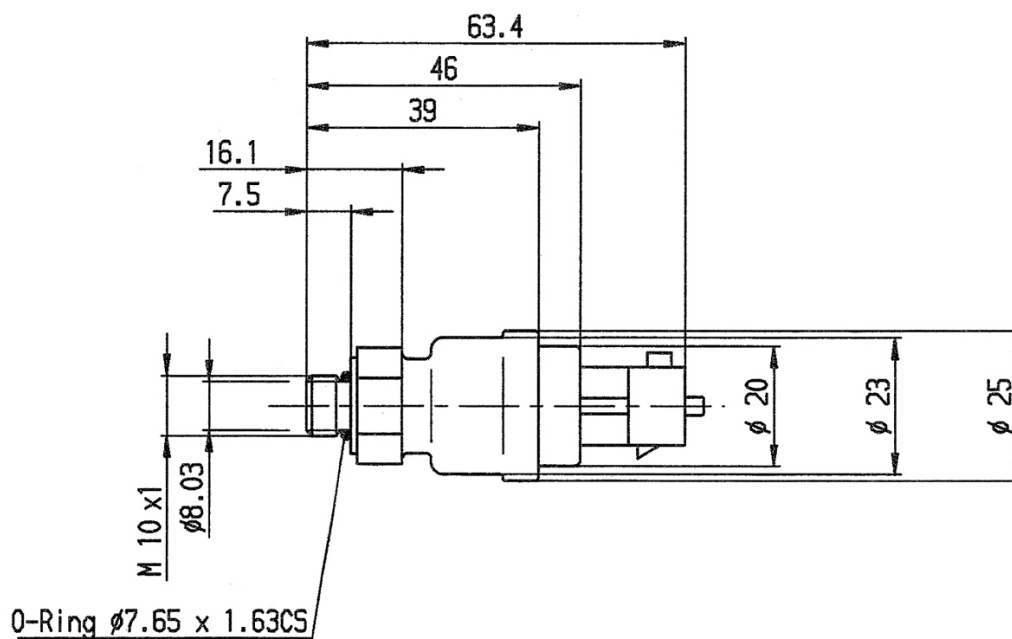
Order number **B 261 209 965-01**

Pressure Sensor Fluid PSS-250R

8 to 26 V

Order number **B 261 209 067-01**

Dimensions



Pressure Sensor Fluid

PSS-140/260/420/600



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Features

- Application: 0 to 140, 260, 420, 600 bar
- Response time: 2 ms
- Pressure reference type: Absolut
- Power supply: 5 V
- Weight: 35 g

The PSS is specially designed to measure absolute pressure in gasoline direct injection applications. This sensor is also compatible with other kind of fluids e.g. Diesel, engine oil, transmission oil or brake fluid.

The sensor uses a thin layer technique to achieve high accuracy pressure measurements. The stainless steel measuring cells with piezoresistive bridges are hermetically welded with stainless steel pressure ports. The internal reference ensures ambient pressure independent measurements.

The main benefits of this sensor are its high accuracy, its wide measurement range and its robust and compact design.

Application

Application and max. pressure	Please see Variations
Pressure reference type	absolute
Operating and media temp. range	-40 to 130°C (140°C)
Storage temp. range	-30 to 60°C
Max. vibration	210 m/s ² at 147 to 1,350 Hz 175 m/s ² at 1,350 to 2,000 Hz

Technical Specifications

Variations

	PSS	-140	-260	-420	-600
Application (bar) 0 to		140	260	420	600
Max. pressure (bar)		180	320	560	660
Sensitivity at U _s = 5 V (mV/bar)		28.57	15.38	9.52	6.67

Mechanical Data

Male thread	M10 x 1
Wrench size	27 mm
Installation torque	22 ± 2 Nm in aluminum 32.5 ± 2.5 Nm in steel
Weight w/o wire	35.2 g
Sealing	sealed cone

Electrical Data

Power supply U _s	4.75 to 5.25 V
Max power supply U _s max	16 V
Full scale output U _A	10 to 90 % U _s ratiometric
Current I _s	12 mA

Characteristic

Load capacity	10 nF
Output resistance	10 Ohm
Tolerance (FS)	+ 1 % (0 to 100°C) + 1.5 % (-40 to 0°C and 100 to 130°C)
Sensitivity	Please see Variations
Offset	500 mV at U _s = 5 V

Connectors and Wires

Connector	Bosch Compact
Mating connector	3-pole Compact D 261 205 366-01
Pin 1	Gnd
Pin 2	Sig
Pin 3	U _s

Installation Notes

The PSS- can be connected directly to most control units. Please consider the TCI for the electrical connection of the sensor.

The sensor has a protection for overvoltage, reverse polarity and short-circuit.

Please do not fix the sensor directly to the engine block to avoid undesired strong vibrations.

Each mounting orientation is possible.

Please consider using the adapter F 02U 002 711-01.

The sensor meets all EMV, EMC and ESD automotive standards.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Pressure Sensor Fluid PSS-140

Order number **0 261 545 053**

Pressure Sensor Fluid PSS-260

Order number **0 261 545 040**

Pressure Sensor Fluid PSS-420

Order number **0 261 545 136**

Pressure Sensor Fluid PSS-600

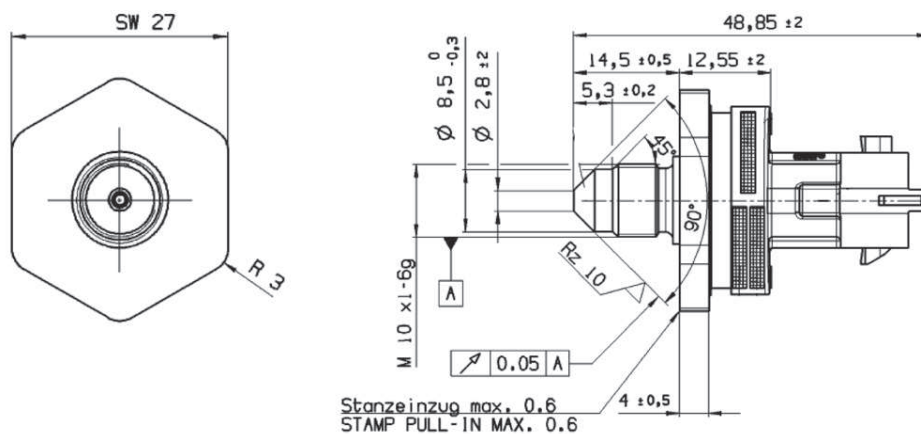
Order number **0261.B23.789-06**

Accessories

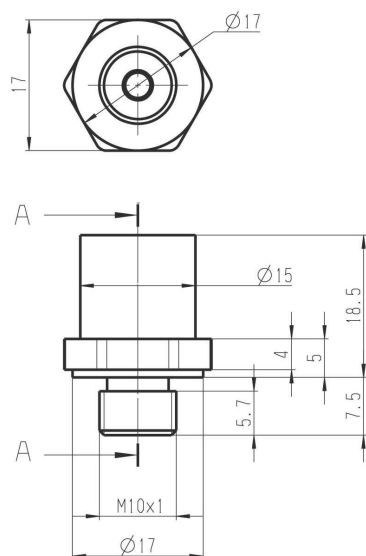
Adapter

Order number **F 02U 002 711-01**

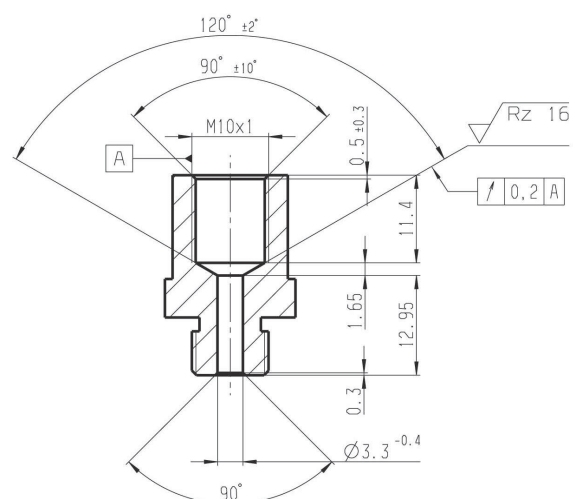
Dimensions



Sensor



Adapter



Overview

Speed Sensor Hall-Effect HA-D 90



- Max. frequency: ≤ 10 kHz
- Air gap: 0.4 to 1.0 mm
- Bore diameter: 11.8 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 12 g

Speed Sensor Hall-Effect HA-Di



- Max. frequency: ≤ 10 kHz
- Air gap: 0.4 to 1.0 mm
- Bore diameter: 12 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 12 g

Speed Sensor Hall-Effect HA-M



- Max. frequency: ≤ 4.2 kHz
- Air gap: 0.5 to 1.0 mm
- Bore diameter: 11.8 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 12 g

Speed Sensor Hall-Effect HA-N



- Max. frequency: ≤ 4.2 kHz
- Air gap: 0.4 to 1.5 mm
- Bore diameter: 10 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 8 g

Speed Sensor Hall-Effect HA-P



- Max. frequency: ≤ 10 kHz
- Air gap: 0.5 to 1.0 mm
- Bore diameter: 18 mm
- Max. vibration: 1,000 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 70 g

Speed Sensor Hall-Effect HA-P2



- Max. frequency: ≤ 10 kHz
- Air gap: 0.5 to 1.0 mm
- Bore diameter: 15 mm
- Max. vibration: 400 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 12 g

Speed Sensor Hall-Effect Mini-HA-P



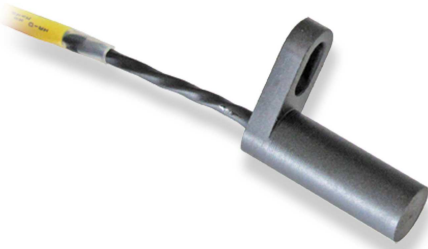
- Max. frequency: ≤ 10 kHz
- Air gap: 0.2 to 1.0 mm
- Bore diameter: 11.5 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 20 g

Speed Sensor Hall-Effect Mini-HA-P sealed



- Max. frequency: ≤ 10 kHz
- Air gap: 0.2 to 1.5 mm
- Bore diameter: 16 mm
- Max. vibration: 1,200 m/s² at 10 Hz to 2 kHz
- Weight w/o wire: 20 g

Speed Sensor Hall-Effect HA-D 90



Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.4 to 1.0 mm
- ▶ Bore diameter: 11.8 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 12 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft*, crankshaft or wheel speed), but it is not a “true power-on” sensor.

Due to the rotation of a ferromagnetic target wheel in front of the HA-D 90, the magnetic field is modulated at the place of the Hall probe.

The main feature and benefit of this sensor is a very good detection of the falling edge, due to a differential measuring method. This sensor is a combination of a high quality production part and robust design with a small housing.

*: see Installation Notes

Application

Application	Speed
Max. frequency	≤ 10 kHz
Target wheel air gap AG	0.4 to 1.2 mm
Temperature range	-40 to 150°C
Output circuit	Open collector for 1 kOhm
Output type	Active high
External magnetic fields	≤ 50 mT
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Mechanical Data

Weight w/o wire	12 g
Mounting	Screw 1 x M6
Bore diameter	11.8 mm
Installation depth L2	30 mm
Tightening torque	6 Nm

Electrical Data

Power supply	5 to 18 V
Current IS	20 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	$< 1.0 \% (\leq 6 \text{ kHz})$ $< 1.5 \% (\leq 10 \text{ kHz})$
Signal output	$0.52 \text{ V to } < U_s$

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h	3.4 mm
Number of teeth	60-2

Connectors and Wires

Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Pin 1	U_s
Pin 2	Gnd
Pin 3	Sig
Pin 4	Nc
Pin 5	Nc

Various motorsport and automotive connectors available on request.

Sleeve	DR-25
Wire size	AWG 24
Wire length L	15 to 100 cm

Please specify the required wire length with your order.

Installation Notes

The HA-D 90 is no true-power-on sensor. It needs the falling edge of two teeth for correct working. After a time of 0.68 s without rotation of the detected wheel it needs again the falling edge of two teeth.

The HA-D 90 can be connected directly to most control units and data logging systems

Please specify the angle between the mounting and the target wheel.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

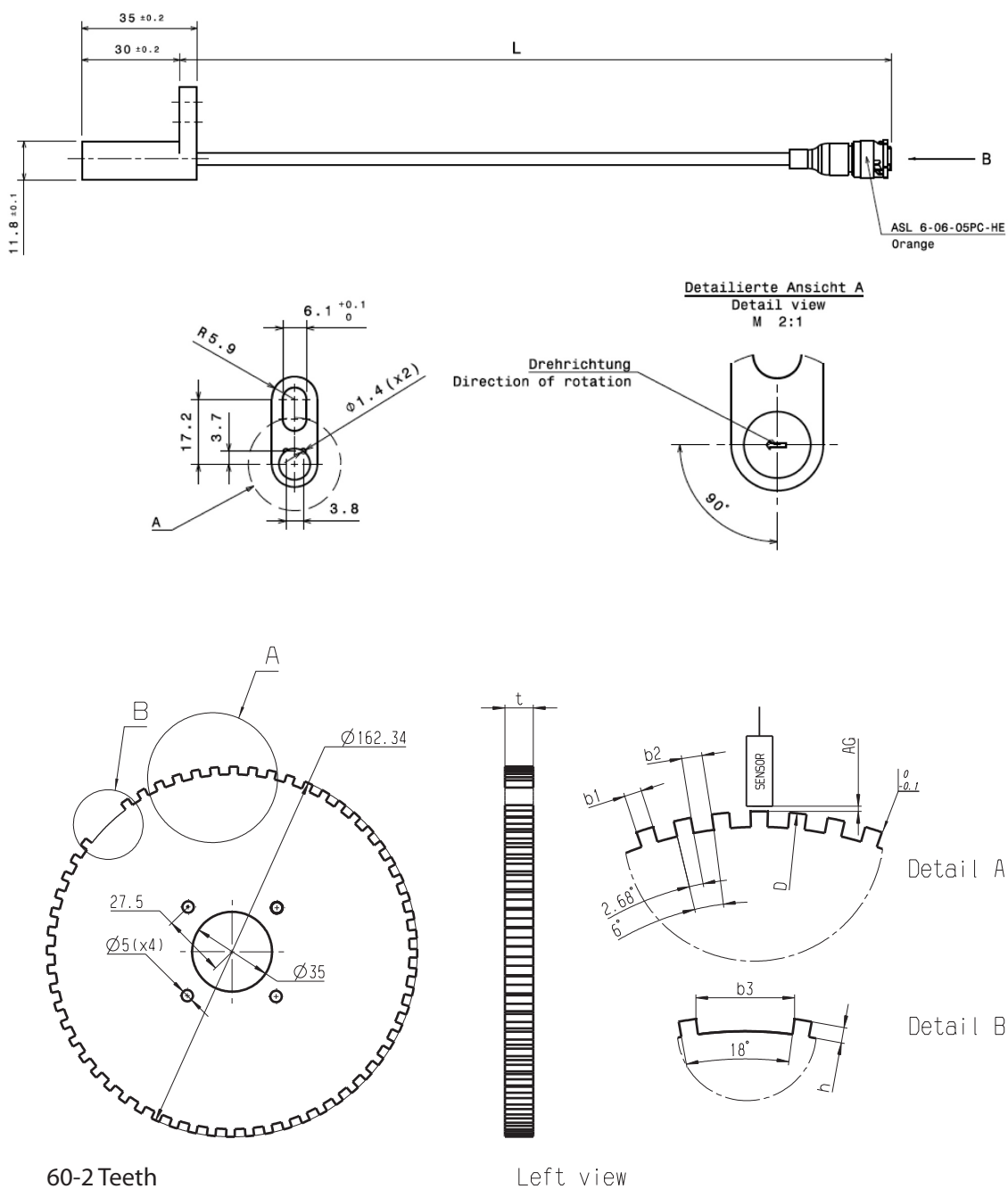
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Speed Sensor Hall-Effect HA-D 90

Order number **F 02U V00 334-01**

Dimensions



Speed Sensor Hall-Effect HA-Di



Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.4 to 1.0 mm
- ▶ Bore diameter: 12 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 12 g

This sensor is designed for incremental measurement of rotational speed (e.g. crankshaft or wheel speed).

Due to the rotation of a ferromagnetic target wheel in front of the HA-Di, the magnetic field of the built-in magnet is modulated at the place of the sensors diff.

The main feature and benefit of this sensor is the detection of the rotational direction.

Application

Application	Speed
Max. frequency	≤ 10 kHz forward ≤ 6 kHz backward
Target wheel air gap AG	0.4 to 1.2 mm
Temperature range	-40 to 150°C
Output circuit	Open collector for 1 kOhm
External magnetic fields	≤ 100 mT
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Mechanical Data

Weight w/o wire	12 g
Mounting	Screw 1 x M5

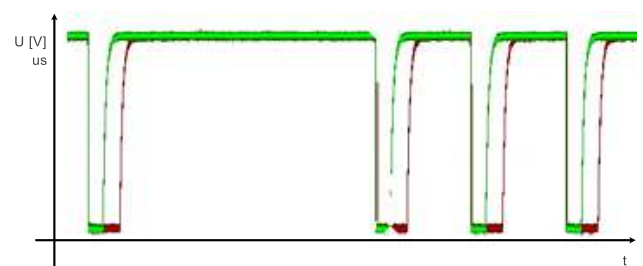
Bore diameter	12 ± 0.2 mm
Installation depth L2	30 mm
Tightening torque	6 Nm

Electrical Data

Power supply	5 to 16 V (24 V for max. 5 min.)
Current IS	< 20 mA
Power-on time	1 ms

Characteristic

Signal output width forward	37 to 53 μs (45)
Signal output width backward	75 to 105 μs (90)
Accuracy (tolerance)	$\pm 1.5^\circ$ (for forward direction)
Signal output	0.52 V to $< U_s$



Signal output width (forward: green, backward: red)

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h	3.4 mm
Number of teeth	60-2

Alternative Target Wheel

Target wheel diameter	118 to 370 mm
Width of teeth b1	2.2 to 3.8 mm
Width of gap b2	≥ 4 mm
Depth of teeth h	≥ 4 mm
Target wheel width	≥ 5 mm
Relative magnetic permeability $\mu(r)$	≥ 1000

Connectors and Wires

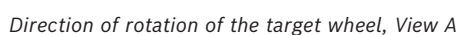
Connector	ASL 6-06-05PC-HE
Mating connector	F 02U 000 228-01
ASL 0-06-05SC-HE	
Pin 1	U_s
Pin 2	Gnd
Pin 3	Sig
Pin 4	Nc
Pin 5	Nc

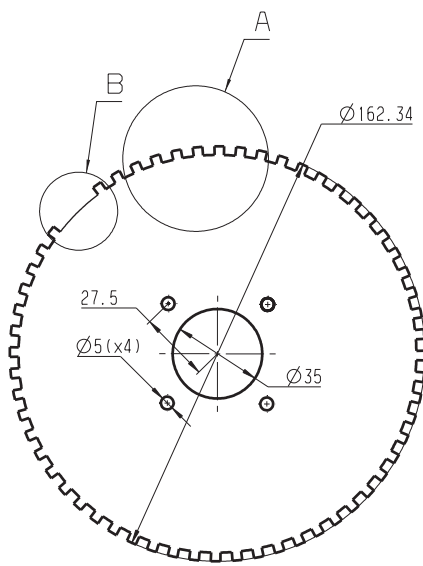
Various motorsport and automotive connectors available on request.

Please find further application hints in the offer drawing at our homepage.

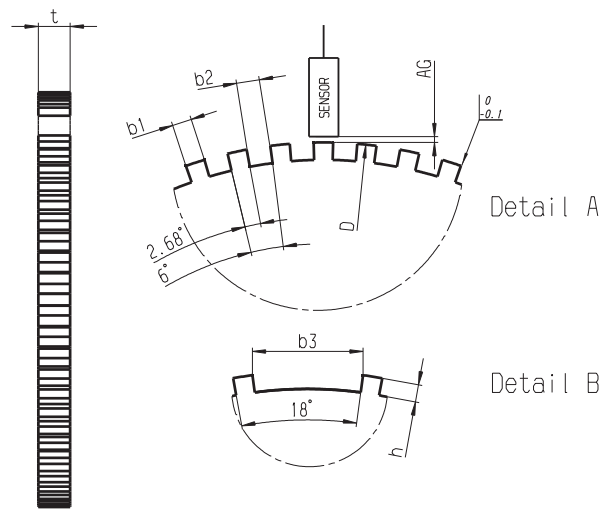
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Order number **F 02U V01 805-01**



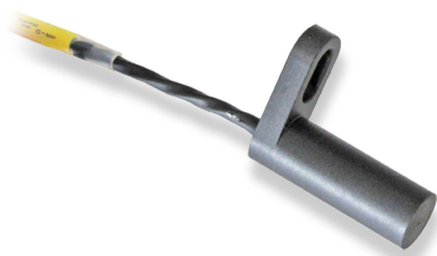


60-2 Teeth



Left view

Speed Sensor Hall-Effect HA-M



7

Features

- ▶ Max. frequency: ≤ 4.2 kHz
- ▶ Air gap: 0.5 to 1.0 mm
- ▶ Bore diameter: 11.8 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 12 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft, crankshaft or wheel speed).

Due to the rotation of a ferromagnetic target wheel in front of the HA-M, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal. We offer this sensor with two different types of output: Active high and Active low.

The main feature and benefit of this sensor is the combination of a high quality production part and robust design with metal housing and motorsport connectors.

Application

Application	Speed
Max. frequency	≤ 4.2 kHz
Target wheel air gap	0.5 to 1.5 mm
Temperature range	- 40 to 160°C
Output circuit	Open collector for 1 kOhm
Output type	Please see Ordering Information
External magnetic fields	$< 1 \text{ mT}$
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Variations

Active low with connector / active high with connector

Connector	ASU 6-03-03PN-HE
Mating connector	F 02U 000 199-01
ASU 0-03-03SN-HE	
Pin 1	U_s
Pin 2	Gnd
Pin 3	Sig

Active high, without connector

Red	U_s
Black	Gnd
Green	Sig

Mechanical Data

Weight w/o wire	12 g
Mounting	1 x M6
Bore diameter	11.8 mm
Installation depth L2	30 mm
Tightening torque	6 Nm

Electrical Data

Power supply	5 to 18 V
Current I_s	5.6 to 18 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	$< 4\%$ (≤ 4.2 kHz)
Signal output	0.52 V to $< U_s$

Connectors and Wires

Various motorsport and automotive connectors available on request.

Pin layout	Please see Variations
Sleeve	DR-25
Wire size	AWG 24
Wire length L	10 to 100 cm

Please specify the required wire length with your order.

Installation Notes

The HA-M can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information**HA-M**

Active low

Order number **B 261 209 283-01**

HA-M

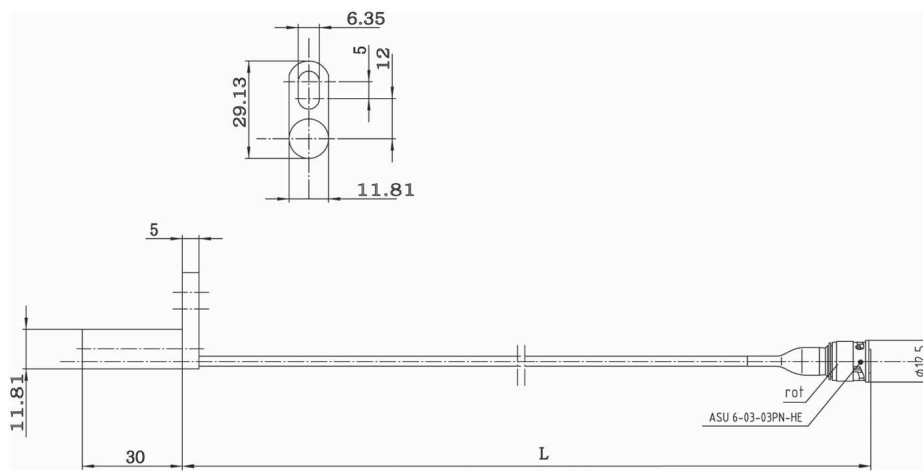
Active high

Order number **B 261 209 295-01**

HA-M

Active high, without connector

Order number **F 02U V00 627-01**

Dimensions

Speed Sensor Hall-Effect HA-N



7

Features

- ▶ Max. frequency: ≤ 4.2 kHz
- ▶ Air gap: 0.4 to 1.5 mm
- ▶ Bore diameter: 10 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 8 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft, crankshaft or wheel speed). Due to the rotation of a ferromagnetic target wheel in front of the HA-N, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal.

The HA-N combines a robust sensing element with a lightweight aluminum housing that is well suited for motorsport use. The sensor element used was specifically selected for its resistance to demagnetization at high temperatures and is programmed for an active low output. This sensor element is approved for NASCAR competition as a camshaft speed sensor.

Application

Application	Rotational speed
Max. frequency	≤ 4.2 kHz
Target wheel air gap AG	0.5 to 1.5 mm
Temperature range	-40 to 160°C
Output circuit	Open collector for 1 kOhm
Output type	Active low
External magnetic fields	$< 1 \text{ mT}$
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Mechanical Data

Weight w/ wire	13 g w/ 254 mm cable length and AS connector 28.5 g w/ 1,000 mm cable length flying lead
Bore diameter	10 mm
Installation depth L2	14 mm
Tightening torque	6 Nm

Electrical Data

Power supply	5 to 18 V
Current IS	5.6 to 18 mA

Characteristic

Accuracy repeatability of the falling edge tooth	$< 4\%$ (≤ 4.2 kHz)
Signal output	0.52 V to V_s

Connectors and Wires

Sensor AS connector	
Connector	ASL 6-06-05PA-HE
Mating connector	ASL 0-06-05SA-HE
Pin 1	V_s
Pin 2	GND
Pin 3	Signal
Pin 4	Not used
Pin 5	Not used
Shrink sleeve	DR-25
Wire size	AWG 24
Wire length L	254 mm
Sensor Flying lead	
WHT/ORG	V_s
WHT/BLU	GND
WHT	Signal
Shrink sleeve	DR-25
Wire size	AWG 24
Wire length L	1,000 mm

Installation Notes

The HA-N can be directly connected to most control units and data logging systems.

If a trigger wheel with different dimensions is used (see environment), the technical function must be tested.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Hall-Effect Speed Sensor HA-N

Sensor AS connector

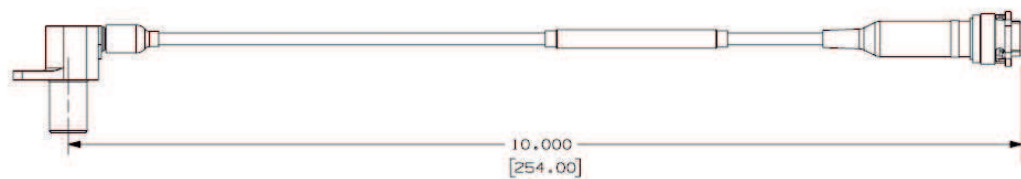
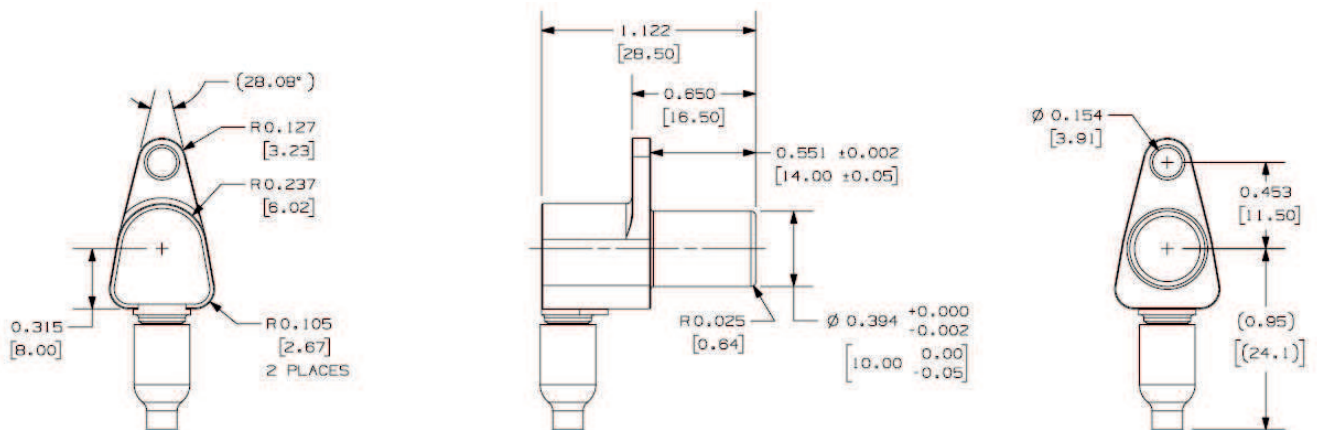
Order number **F 02U V0U 714-01**

Hall-Effect Speed Sensor HA-N

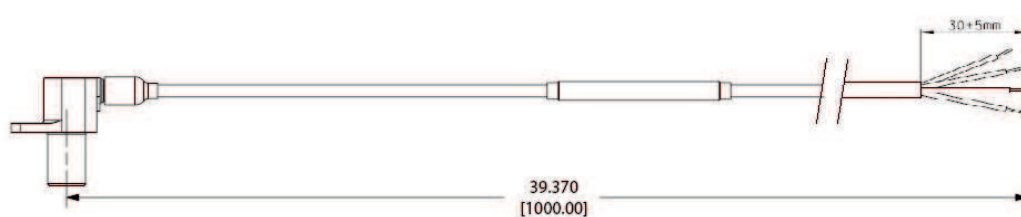
Sensor Flying lead

Order number **F 02U V0U 714-90**

Dimensions



Sensor AS connector



Sensor Flying lead

Speed Sensor Hall-Effect HA-P



7

Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.5 to 1.0 mm
- ▶ Bore diameter: 18 mm
- ▶ Max. vibration: $1,000 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 70 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft or wheel speed).

Due to the rotation of a ferromagnetic target wheel in front of the HA-P, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal.

The main feature and benefit of this sensor is the combination of a high quality production part and robust design with metal housing.

Application

Application	Speed
Max. frequency	≤ 10 kHz
Target wheel air gap	0.5 to 1.4 mm
Temperature range	-40 to 150°C
Output type	Active low
Output circuit	Open collector for 1 kOhm
Max. vibration	$1,000 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Mechanical Data

Weight w/o wire	70 g
-----------------	------

Mounting	With screw 1 x M6
Bore diameter	18 mm
Installation depth L2	24 mm
Tightening torque	8 Nm

Electrical Data

Power supply	4.5 to 24 V
Current IS	10 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	$< 1.5\%$ (≤ 6 kHz) $< 2\%$ (≤ 10 kHz)
Signal output	0.4 V to $< U_S$

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h	3.4 mm
Number of teeth	60-2

Connectors and Wires

Connector	1 928 404 227
Mating connector 3-pole Compact	D 261 205 335-01
Pin 1	Gnd
Pin 2	Sig
Pin 3	U_S

Installation Notes

The HA-P can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

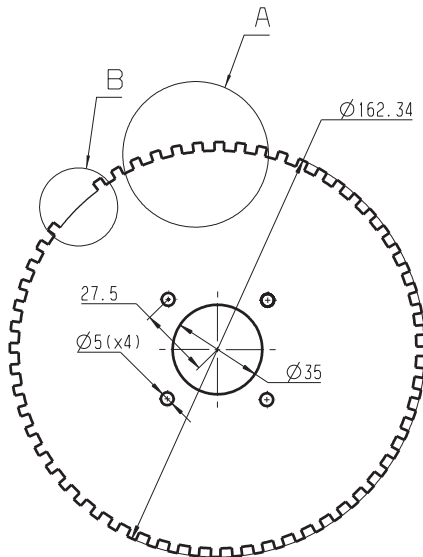
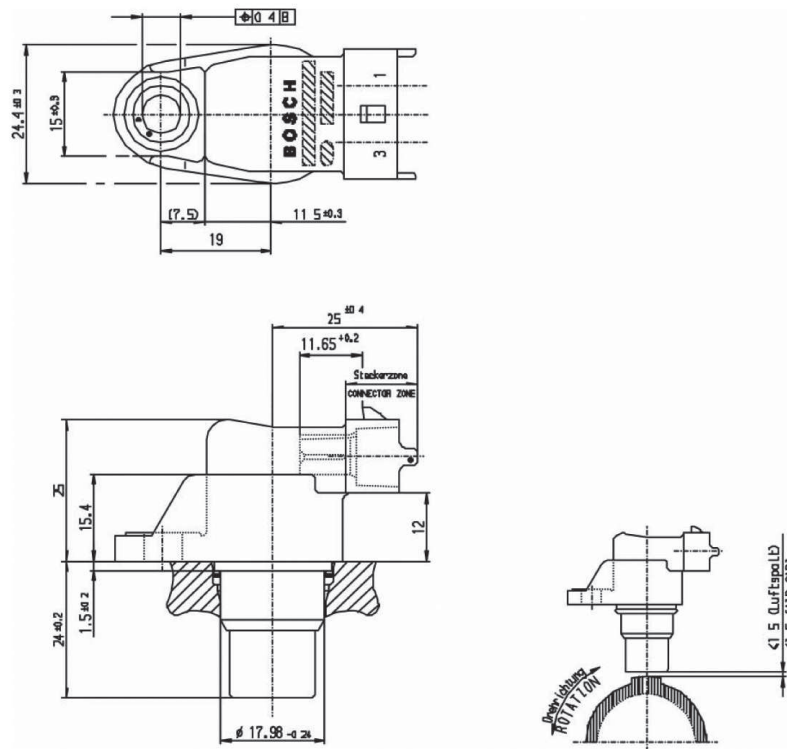
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

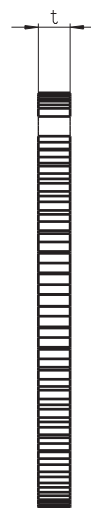
Speed Sensor Hall-Effect HA-P

Order number **0 232 103 037**

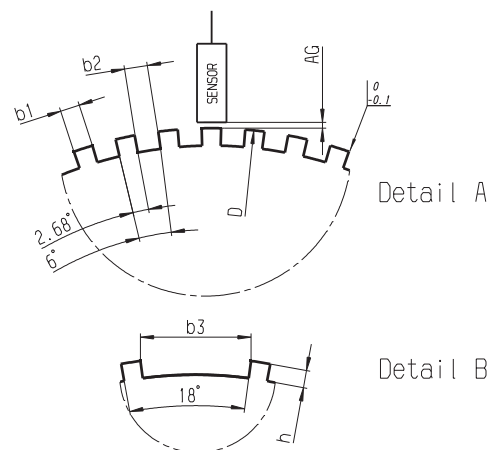
Dimensions



60-2Teeth



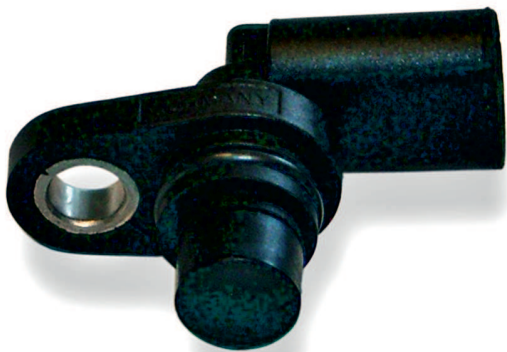
Left view



Detail A

Detail B

Speed Sensor Hall-Effect HA-P2



7

Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.5 to 1.0 mm
- ▶ Bore diameter: 15 mm
- ▶ Max. vibration: 400 m/s^2 at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 12 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft, crankshaft or wheelspeed).

Due to the rotation of a ferromagnetic target wheel in front of the HA-P2, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal.

The main feature and benefit of this sensor is the combination of a high quality production part, robust design, very small housing and low weight.

Application

Application

Application	Speed
Max. frequency	≤ 10 kHz
Target wheel air gap	0.5 to 2.5 mm
Temperature range	-40 to 160°C
Output circuit	Open collector for 1 kOhm
Output type	Active low
External magnetic fields	$< 0.1 \text{ mT}$
Max. vibration	400 m/s^2 at 10 Hz to 2 kHz

Technical Specifications

Mechanical Data

Weight w/o wire	12 g
Bore diameter	15 mm
Installation depth L2	15 mm
Mounting	With screw 1 x M6
Tightening torque	8 Nm

Electrical Data

Power supply US	4.75 to 18 V
Current Is	10 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	
up to 1.5 mm	$< 4\%$ (≤ 10 kHz)
up to 2.5 mm	$< 8\%$ (≤ 10 kHz)
Signal output	$0.4 \text{ V to } < U_s$

Connectors and Wires

Connector	Hirschmann 872-658-501 Cod.A
Mating connector	F 02U B00 520-01
Pin 1	U_s
Pin 2	Sig
Pin 3	Gnd

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h1	3.4 mm
Number of teeth	60-2

Installation Notes

Application Notes

The HA-P2 can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

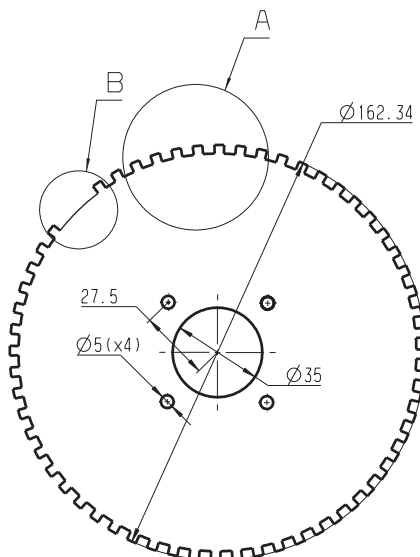
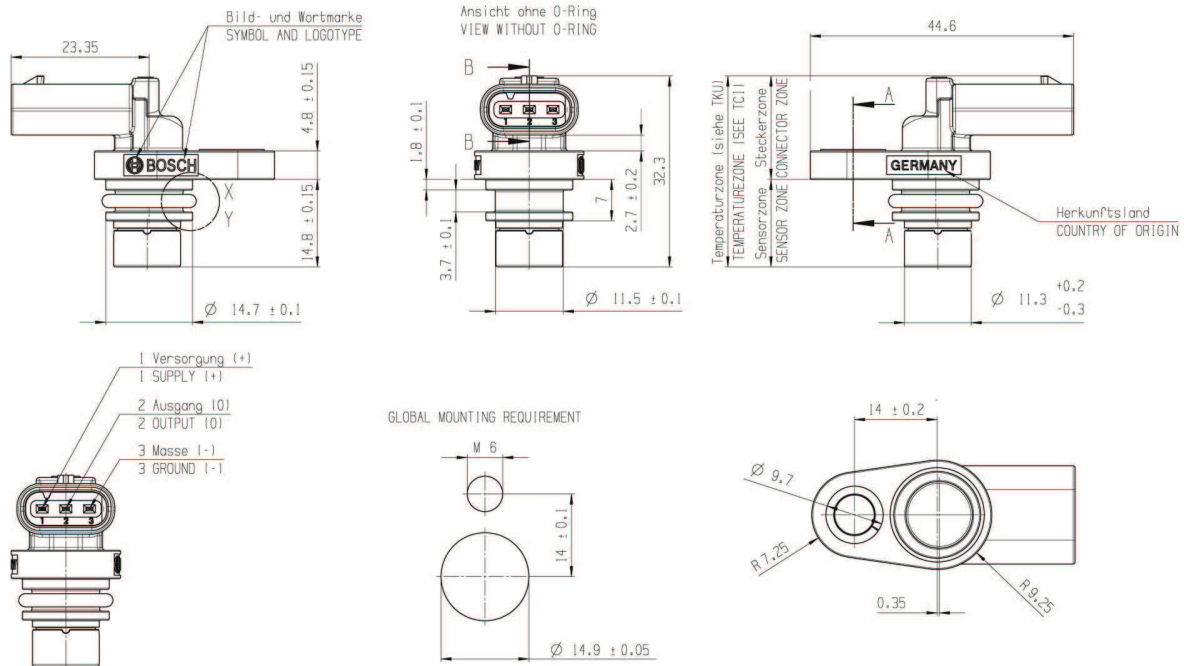
Please find further application hints in the offer drawing at our homepage.

Safety Note

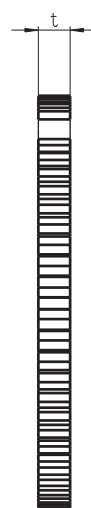
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

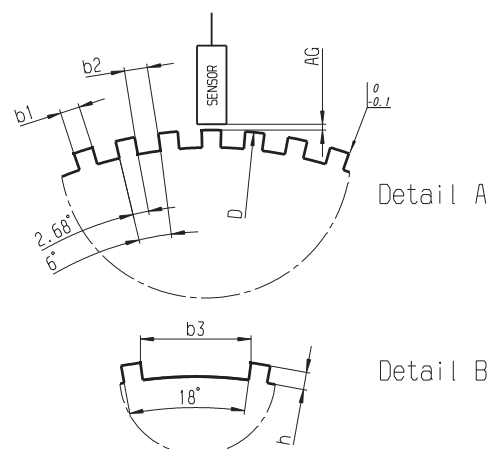
Speed Sensor Hall-Effect HA-P2
Order number **0 232 103 111**

Dimensions

60-2 Teeth



Left view



Detail A

Detail B

Speed Sensor Hall-Effect Mini-HA-P



7

Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.2 to 1.0 mm
- ▶ Bore diameter: 11.5 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 20 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft or wheel speed).

Due to the rotation of a ferromagnetic target wheel in front of the Mini-HA-P, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal.

The main feature and benefit of this sensor is the combination of a high quality production part and robust design with a very small housing.

Application

Application	Speed
Max. frequency	≤ 10 kHz
Target wheel air gap	0.2 to 1.5 mm
Temperature range	-40 to 150°C
Output circuit	Open collector for 1 kOhm
Output type	Active low
External magnetic fields	$\leq 0.3 \text{ mT}$
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Variations

Connector	ASL 6-06-05PC-HE	1 234 482 092
Mating connector	ASL 0-06-05SC-HE	F 02U B00 555-01
Pin 1	U_s	U_s
Pin 2	Gnd	Sig
Pin 3	Sig	Gnd
Pin 4	Nc	-
Pin 5	Nc	-

Mechanical Data

Weight w/o wire	19.2 g
Mounting	With screw 1 x M6
Bore diameter	11.5 mm
Installation depth L2	9 mm
Tightening torque	8 Nm

Electrical Data

Power supply	5 to 18 V
Current I_S	10 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	$< 3\%$ (≤ 6 kHz)
	$< 5\%$ (≤ 10 kHz)
Signal output	$0.4 \text{ V to } < U_s$

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h	3.4 mm
Number of teeth	60-2

Connectors and Wires

Connector	Please see Variations
Various motorsport and automotive connectors available on request.	
Sleeve	HT wire $\varnothing 5.2$ mm
Wire size	AWG 20
Wire length L	< 27 cm
Please specify the required wire length with your order.	

Installation Notes

The Mini-HA-P can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Mini-HA-P

Connector ASL 6-06-05PC-HE

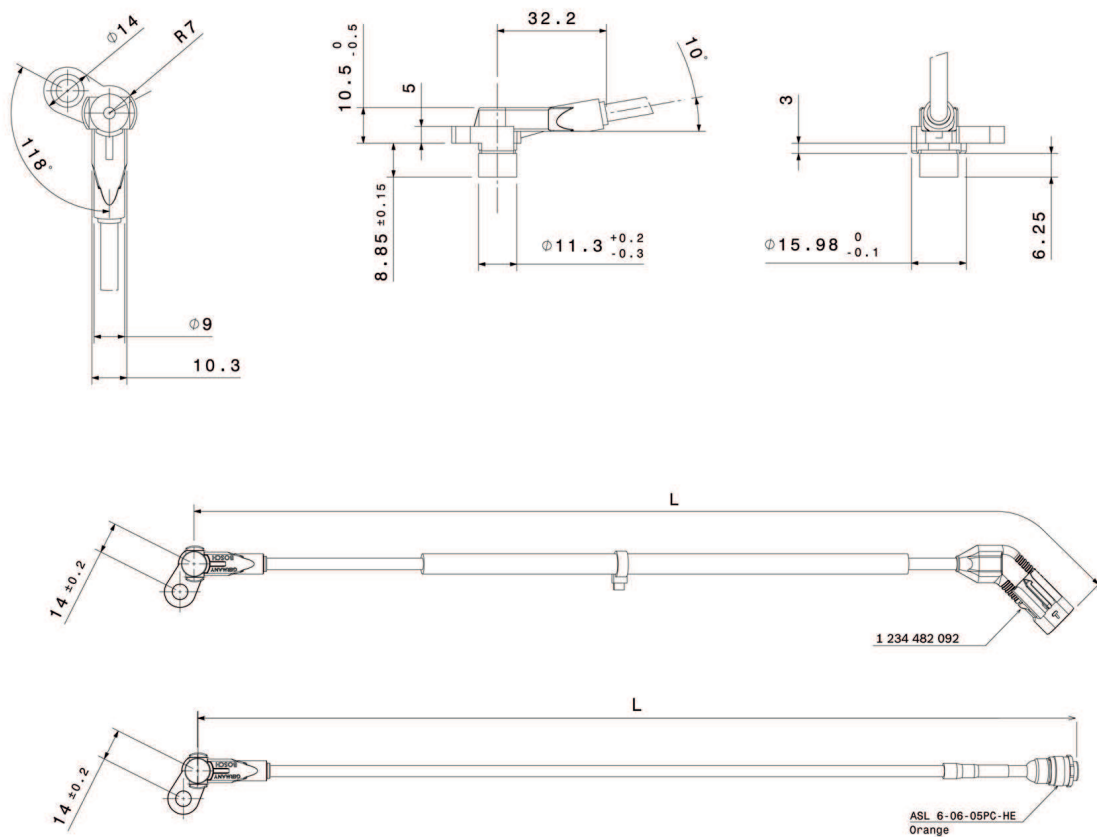
Order number **F 02U V00 564-02**

Mini-HA-P

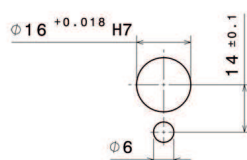
Connector 1 234 482 092

Order number **F 02U V00 566-02**

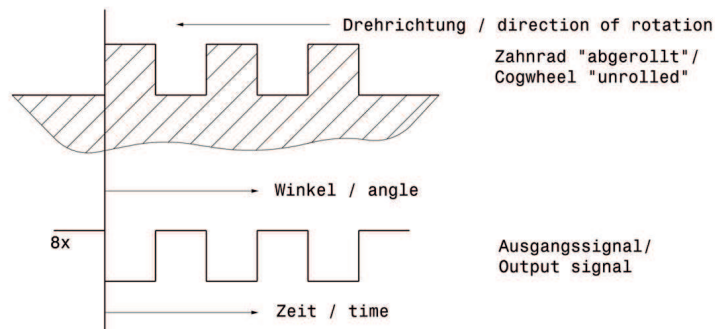
Dimensions

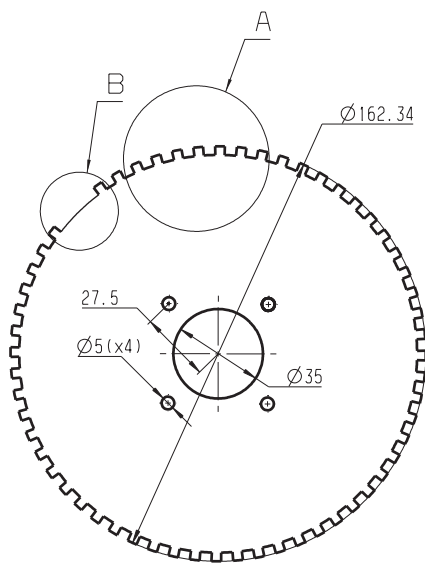


Einbauvorschrift Mounting requirement

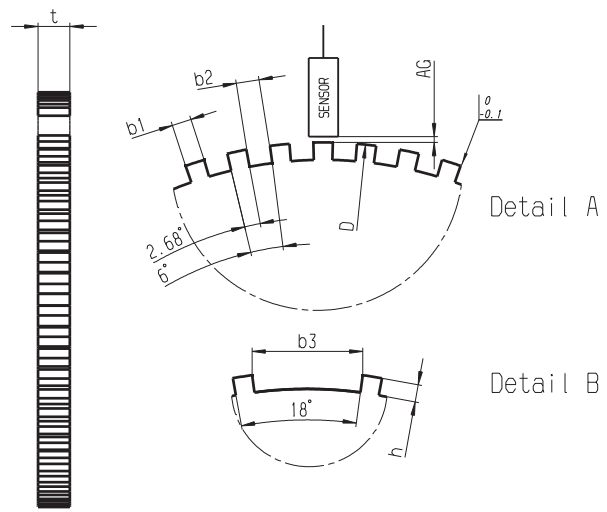


Signal-Definition Signal definition





60-2 Teeth



Left view

Speed Sensor Hall-Effect Mini-HA-P sealed



Features

- ▶ Max. frequency: ≤ 10 kHz
- ▶ Air gap: 0.2 to 1.5 mm
- ▶ Bore diameter: 16 mm
- ▶ Max. vibration: $1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz
- ▶ Weight w/o wire: 20 g

This sensor is designed for incremental measurement of rotational speed (e.g. camshaft, crankshaft and wheelspeed).

Due to the rotation of a ferromagnetic target wheel in front of the Mini-HA-P sealed, the magnetic field is modulated at the place of the Hall probe. A Hall-effect sensor element with integrated signal conditioning circuit detects this change and generates a digital output signal.

The main feature and benefit of this sensor is the combination of a high quality production part and a robust design with a very small housing.

Application

Application	Speed
Max. frequency	≤ 10 kHz
Target wheel air gap	0.2 to 1.5 mm
Temperature range	-40 to 150°C
Output circuit	Open collector for 1 kOhm
Output type	Active low
External magnetic fields	≤ 0.3 mT
Max. vibration	$1,200 \text{ m/s}^2$ at 10 Hz to 2 kHz

Technical Specifications

Variations

Connector	ASL 6-06-05PC-HE	Without connector
Mating connector	ASL 0-06-05SC-HE F 02U 000 228-01	-
Pin 1	U_s	U_s (red)
Pin 2	Gnd	Sig (green)
Pin 3	Sig	Gnd (black)
Pin 4	Nc	-
Pin 5	Nc	-
Wire length L	10 - 27 cm	27 cm

Mechanical Data

Weight w/o wire	19.2 g
Mounting	With screw 1 x M6
Bore diameter	16 mm
Installation depth L2	12 mm
Tightening torque	8 Nm

Electrical Data

Power supply	5 to 18 V
Current I_S	10 mA

Characteristic

Accuracy repeatability of the falling edge of tooth	$< 3\%$ (≤ 6 kHz) $< 5\%$ (≤ 10 kHz)
Signal output	$0.4 \text{ V to } < U_s$

Environment

Target wheel diameter D	162.34 mm
Thickness t	12.5 mm
Width of teeth b1	3.8 mm
Width of gap b2	4.7 mm
Width of sync. gap b3	20.79 mm
Depth of teeth h	3.4 mm
Number of teeth	60-2

Connectors and Wires

Connector	Please see Variations
Sleeve	HT wire $\varnothing 5.2$ mm
Wire size	AWG 20
Wire length L	Please see Variations
Various motorsport and automotive connectors are available on request.	
Please specify the required wire length with your order.	

Installation Notes

The Mini-HA-P sealed can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated plug.

If a wheel with different dimensions is used (see Environment), the technical function has to be tested individually.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Hall-Effect Speed Sensor Mini HA-P sealed

Connector ASL 6-06-05PC-HE

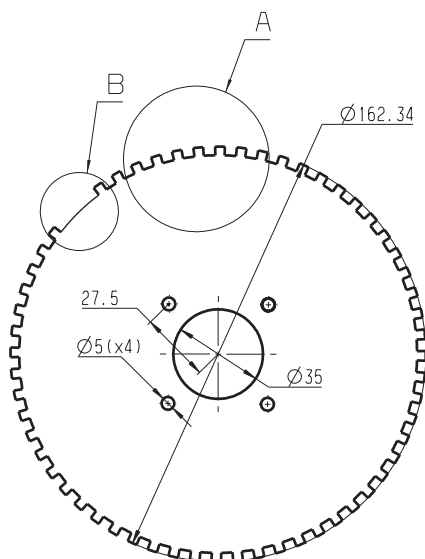
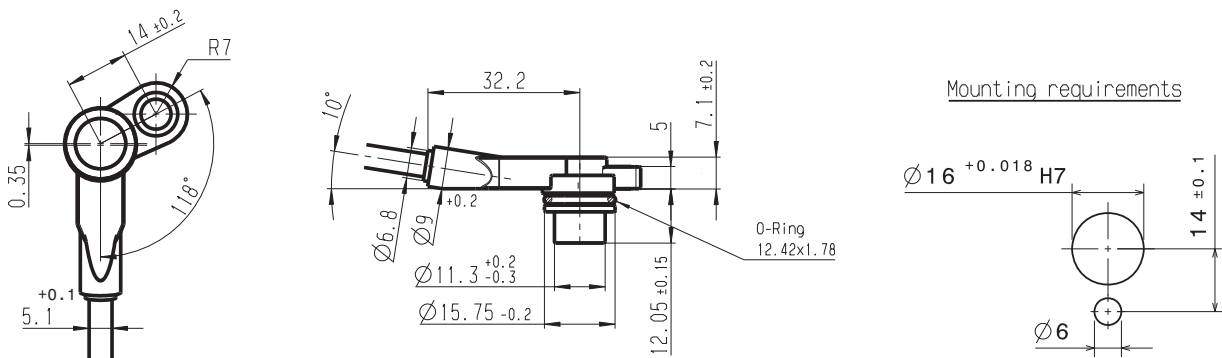
Order number **F 02U V00 500-01**

Hall-Effect Speed Sensor Mini HA-P sealed

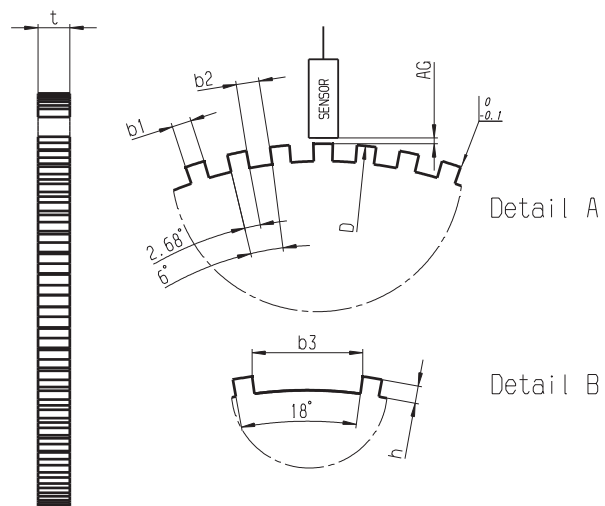
Without connector

Order number **F 02U V00 570-01**

Dimensions



60-2 Teeth



Left view

Steering Wheel Angle Sensor LWS



Features

- Steering Wheel Angle: $\pm 780^\circ$
- Angular Speed: 0 to 1,016°/s
- 500 kbaud CAN-output

This sensor is designed to measure rotational movement and angular speed, e.g. steering wheel angle and steering wheel speed.

In order to achieve this, the sensor is using the giant magneto resistive (GMR) effect. The detection of the absolute angle is realized by means of toothed measuring gears with different ratio including small magnets. Corresponding GMR elements that change their electrical resistance according to the magnetic field direction detects the angle position of the measuring gears.

The measured voltages are A/D converted and a microcontroller performs the angle calculations. The steering angle and the steering angle speed are provided on a CAN-interface.

Application

Steering wheel angle	$\pm 780^\circ$
Angular speed	0 to 1,016°/s
Operating temperature range	-40 to 85°C

Technical Specifications

Mechanical Data

Weight	Approx. 34 g
Size	83 x 60 x 21.35 mm
Protection class	IP5K0

Electrical Data

Power supply	7 to 16 V
Max input current	< 150 mA
CAN speed	500 kbaud

CAN Message

CAN ID 01 0x2B0 LWS_Standard

Byte	Value / Bit
	7 6 5 4 3 2 1 0
0	LWS_ANGLE
1	LWS_ANGLE
2	LWS_SPEED
3	Reserved TRIM CAL OK
4	Reserved

CAN ID 02 0x7C0 LWS_Config

Byte	Value / Bit
	7 6 5 4 3 2 1 0
0	Reserved CCW
1	Reserved

Signal Overview

OK	Failure status
1	Sensor information valid
0	Sensor information invalid, an internal sensor fault occurred
CAL	Calibration status
1	Sensor calibrated
0	Sensor not calibrated
TRIM	Trimming Status
1	Sensor trimmed
0	Sensor not trimmed, this is handled as a sensor failure (OK = 0)
CCW	Command code word
3h	Sets the signal LWS_Angle to 0°
5h	Resets the calibration status of the angle

Characteristics

Steering Wheel Angle

Measuring range	$\pm 780^\circ$
Absolute physical resolution	0.1°
Nonlinearity	$\pm 2.5^\circ$
Hysteresis	0° to 5°

Angular Speed

Measuring range	0 to 1016°/s
Over range limit	$\pm 2,500^\circ/\text{s}$
Absolute physical resolution	4°/s

Connectors and Wires

Connector	Bosch 7 pole
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Mating connector	F 02U B00 656-01
Pin 1	Gnd
Pin 2	12 V
Pin 3	CAN High
Pin 4	CAN Low
Pin 5	Not connected
Pin 6	Not connected
Pin 7	Not connected

CAN Parameters

Byte order	LSB (Intel)
CAN speed	500 kbaud
CAN update rate	100 Hz / 10 ms

Installation Notes

The LWS can be connected directly to most control units and data logger systems via CAN bus.

Please avoid abrupt temperature changes.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing.

A zero adjustment is needed before using the sensor for the first time. To do so, reset the calibration with CCW = 5h. After resetting the calibration, a new calibration needs to be started with CCW = 3h. The sensor is now newly calibrated and can be used immediately.

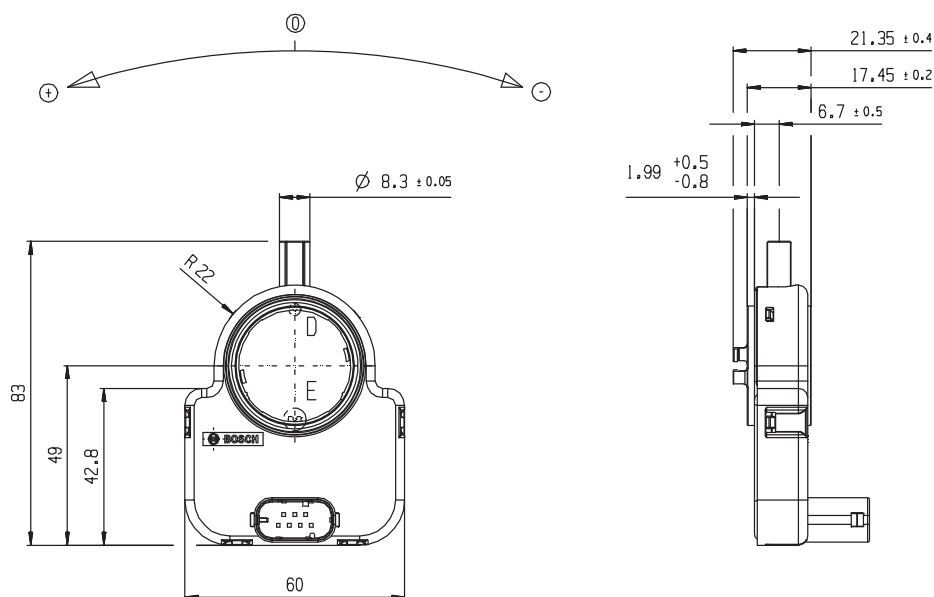
Zero the sensor after every assembly.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Steering Wheel Angle Sensor LWS
Order number **F 02U V02 894-01**

Dimensions

Housing Size

Overview

Temperature Sensor NTC M5-HS



- Application: -55 to 300°C
- Accuracy at 25°C: $\pm 0.3^\circ\text{C}$
- Accuracy at 100°C: $\pm 1.3^\circ\text{C}$
- Male thread: M5
- Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

Temperature Sensor NTC M6-HS



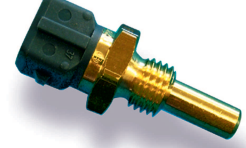
- Application: -55 to 300°C
- Accuracy at 25°C: $\pm 0.3^\circ\text{C}$
- Accuracy at 100°C: $\pm 1.3^\circ\text{C}$
- Male thread: M6 x 1
- Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

Temperature Sensor NTC M8-HS



- Application: -55 to 300°C
- Accuracy at 25°C: $\pm 0.3^\circ\text{C}$
- Accuracy at 100°C: $\pm 1.3^\circ\text{C}$
- Male thread: M8 x 1
- Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

Temperature Sensor NTC M12



- Application: -40 to 130°C
- Accuracy at 25°C: $\pm 1.4^\circ\text{C}$
- Accuracy at 100°C: $\pm 3.4^\circ\text{C}$
- Male thread: M12 x 1.5
- Nominal resistance: 2.5 kOhm $\pm 5\%$ (at 20°C)

Temperature Sensor NTC M12-H



- Application: -40 to 130°C
- Accuracy at 25°C: $\pm 1.4^\circ\text{C}$
- Accuracy at 100°C: $\pm 3.4^\circ\text{C}$
- Male thread: M12 x 1.5
- Nominal resistance: 2.5 kOhm $\pm 5\%$ (at 20°C)

Temperature Sensor NTC M12-L



- Application: -40 to 130°C
- Accuracy at 25°C: $\pm 1.4^\circ\text{C}$
- Accuracy at 100°C: $\pm 3.4^\circ\text{C}$
- Male thread: M12 x 1.5
- Nominal resistance: 2.5 kOhm $\pm 5\%$ (at 20°C)

Temperature Sensor NTC M5-HS



Features

- ▶ Application: -55 to 300°C
- ▶ Accuracy at 25°C: $\pm 0.3^{\circ}\text{C}$
- ▶ Accuracy at 100°C: $\pm 1.3^{\circ}\text{C}$
- ▶ Male thread: M5
- ▶ Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

This sensor is designed to measure temperatures up to 300°C of oil, water, fuel or air. This signal is used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC-sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises and the resistance decreases. To improve a good protection against the ambient temperature, the housing is made of stainless steel and partly filled with an isolation-paste. The main benefit of the sensor is a very compact design and its very short response time.

Application

Application	-55 to 300°C
Storage temperature range	0 to 100°C
Bio fuel compatibility	-

Technical Specifications

Mechanical Data

Male thread	M5
Wrench size	8 mm
Installation torque	8 Nm
Weight w/o wire	6 g

Sealing	O-Ring 4 x 1 mm
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Electrical Data

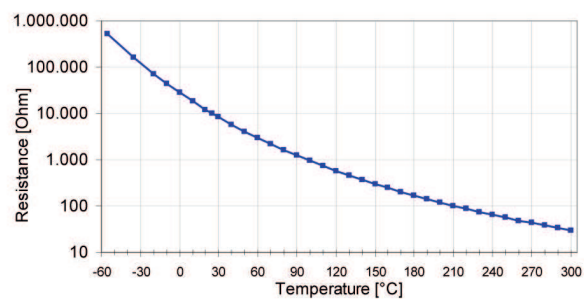
Characteristic	NTC
Nominal resistance at 25°C	10 kOhm $\pm 1\%$

Characteristic

Accuracy at 25°C (homogeneous cond.)	$\pm 0.3^{\circ}\text{C}$
Accuracy at 100°C (homogeneous cond.)	$\pm 1.3^{\circ}\text{C}$
Response time tau 63 in still water	< 4 s

Characteristic Application

T [°C]	R [Ohm]
-55	519,910
-35	158,090
-20	71,668
-10	44,087
0	27,936
10	18,187
20	12,136
25	10,000
30	8,284
40	5,774
50	4,103
60	2,967
70	2,182
80	1,629
90	1,234
100	946.6
120	578.1
140	368.8
160	244.4
180	167.6
200	118.5
220	86.08
240	64.08
260	48.76
280	37.86
300	29.94



Connectors and Wires

Connector	ASL 6-06-05PN-HE
Mating connector	F 02U 000 231-01
ASL 0-06-05SN-HE	
Pin 1	-
Pin 2	Sig-
Pin 3	Sig+
Pin 4	-
Pin 5	-

Various motorsport and automotive connectors are available on request.

Wire size	AWG 24
Wire length L	15 to 50 cm
Please specify the required wire length with your order.	

Installation Notes

The NTC M5-HS can be connected directly to most control units using a pull-up resistance (typically 1 or 3 kOhm) .

Any mounting orientation is possible.

Please find further application hints in the offer drawing at our homepage.

Free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

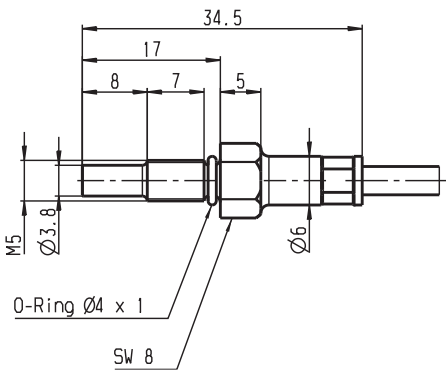
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Temperature Sensor NTC M5-HS
Order number F 02U V00 510-01

Dimensions



Temperature Sensor NTC M6-HS



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Features

- ▶ Application: -55 to 300°C
- ▶ Accuracy at 25°C: $\pm 0.3^{\circ}\text{C}$
- ▶ Accuracy at 100°C: $\pm 1.3^{\circ}\text{C}$
- ▶ Male thread: M6 x 1
- ▶ Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

This sensor is designed to measure temperatures up to 300°C of oil, water, fuel or air. This signal is used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC-sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises and the resistance decreases. To improve a good protection against the ambient temperature, the housing is made of stainless steel and partly filled with an isolation-paste. The main benefit of the sensor is a very compact design and its very short response time.

Application

Application	-55 to 300°C
Storage temperature range	0 to 100°C
Bio fuel compatibility	-

Technical Specifications

Mechanical Data

Male thread	M6x1
Wrench size	10 mm
Installation torque	8 Nm
Weight w/o wire	6.5 g

Sealing	O-Ring 4.47 x 1.78 mm
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Electrical Data

Characteristic	NTC
Nominal resistance at 25°C	10 kOhm $\pm 1\%$

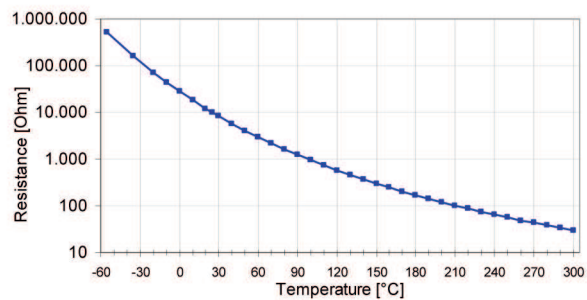
Characteristic

Accuracy at 25°C (homogeneous cond.)	$\pm 0.3^{\circ}\text{C}$
Accuracy at 100°C (homogeneous cond.)	$\pm 1.3^{\circ}\text{C}$
Response time tau 63 in still water	< 4 s

Characteristic Application

T [°C]	R [Ohm]
-55	519,910
-35	158,090
-20	71,668
-10	44,087
0	27,936
10	18,187
20	12,136
25	10,000
30	8,284
40	5,774
50	4,103
60	2,967
70	2,182
80	1,629
90	1,234
100	946.6
110	735.5
120	578.1
130	459.4
140	368.8
150	298.9
160	244.4
170	201.6
180	167.6
190	140.4
200	118.5
210	100.7
220	86.08
230	74.05
240	64.08
250	55.75
260	48.76
270	42.87

280	37.86
290	33.59
300	29.94



Connectors and Wires

Connector	ASL 6-06-05PN-HE
Mating connector	F 02U 000 231-01
ASL 0-06-05SN-HE	
Pin 1	-
Pin 2	Sig-
Pin 3	Sig+

Pin 4	-
Pin 5	-
Various motorsport and automotive connectors are available on request.	
Wire size	AWG 24
Wire length L	15 to 50 cm
Please specify the required wire length with your order.	

Installation Notes

The NTC M6-HS can be connected directly to most control units using a pull-up resistor (typically 1 or 3 kOhm).

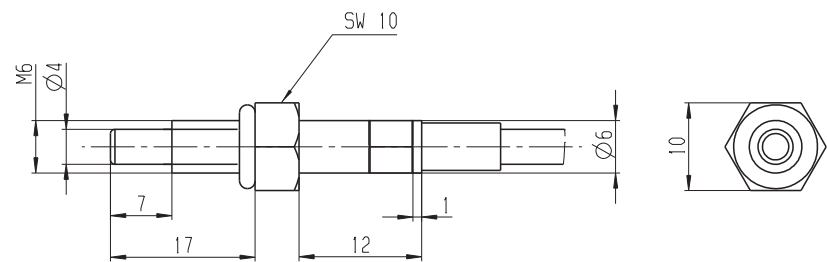
Any mounting orientation is possible.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging at our homepage.

Ordering Information

Temperature Sensor NTC M6-HS
Order number **F 02U V00 486-01**

Dimensions



Temperature Sensor NTC M8-HS



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Features

- Application: -55 to 300°C
- Accuracy at 25°C: $\pm 0.3^{\circ}\text{C}$
- Accuracy at 100°C: $\pm 1.3^{\circ}\text{C}$
- Male thread: M8 x 1
- Nominal resistance: 10 kOhm $\pm 1\%$ (at 25°C)

This sensor is designed to measure temperatures up to 300°C of oil, water, fuel or air. This signal is used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC-sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises and the resistance decreases. To improve a good protection against the ambient temperature, the housing is made of stainless steel and partly filled with an isolation-paste. The main benefit of the sensor is a very robust design and its very short response time.

Application

Application	-55 to 300°C
Storage temperature range	0 to 100°C
Bio fuel compatibility	-

Technical Specifications

Mechanical Data

Male thread	M8x1
Wrench size	12 mm
Installation torque	8 Nm
Weight w/o wire	8 g

Sealing	O-Ring 6.35 x 1.78 mm
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Electrical Data

Characteristic	NTC
Nominal resistance at 25°C	10 kOhm $\pm 1\%$

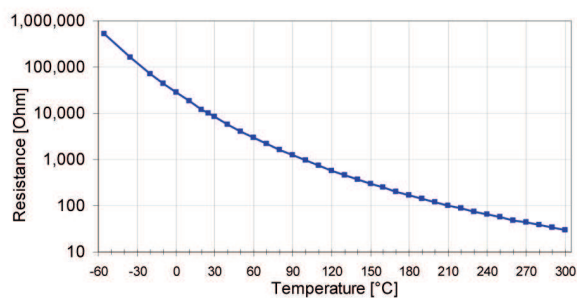
Characteristic

Accuracy at 25°C (homogeneous cond.)	$\pm 0.3^{\circ}\text{C}$
Accuracy at 100°C (homogeneous cond.)	$\pm 1.3^{\circ}\text{C}$
Response time tau 63 in still water	< 4 s

Characteristic Application

T [°C]	R [Ohm]
-55	519,910
-35	158,090
-20	71,668
-10	44,087
0	27,936
10	18,187
20	12,136
25	10,000
30	8,284
40	5,774
50	4,103
60	2,967
70	2,182
80	1,629
90	1,234
100	946.6
110	735.5
120	578.1
130	459.4
140	368.8
150	298.9
160	244.4
170	201.6
180	167.6
190	140.4
200	118.5
210	100.7
220	86.08
230	74.05
240	64.08
250	55.75
260	48.76
270	42.87

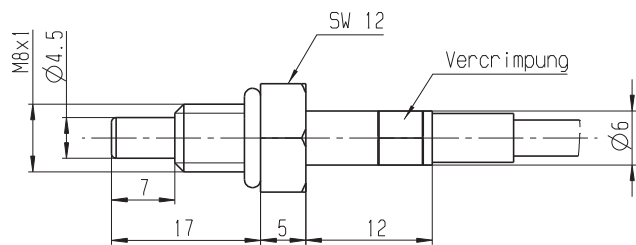
280	37.86
290	33.59
300	29.94



Connectors and Wires

Connector	ASL 6-06-05PN-HE
Mating connector	F 02U 000 231-01
ASL 0-06-05SN-HE	
Pin 1	-
Pin 2	Sig-
Pin 3	Sig+
Pin 4	-
Pin 5	-

Dimensions



Various motorsport and automotive connectors are available on request.

Wire size	AWG 24
Wire length L	15 to 50 cm

Please specify the required wire length with your order.

Installation Notes

The NTC M8-HS can be connected directly to most control units using a pull-up resistor (typically 1 or 3 kOhm). Any mounting orientation is possible. Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

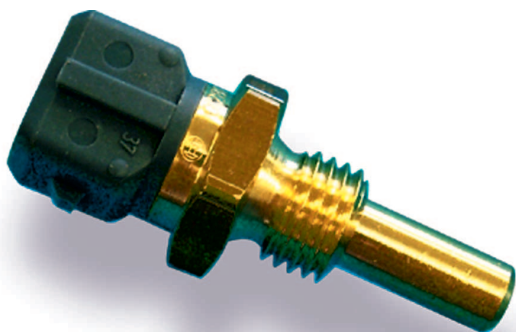
Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Temperature Sensor NTC M8-HS
Order number **F 02U V00 509-01**

Temperature Sensor NTC M12



7

Features

- ▶ Application: -40 to 130°C
- ▶ Accuracy at 25°C: $\pm 1.4^{\circ}\text{C}$
- ▶ Accuracy at 100°C: $\pm 3.4^{\circ}\text{C}$
- ▶ Male thread: M12 x 1.5
- ▶ Nominal resistance: 2.5 kOhm $\pm 5\%$ (at 20°C)

This sensor is designed to measure fluid temperature e.g. oil, water or fuel. This signal may be used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises. The sensing element of the temperature sensor is made of semiconducting heavy metal oxide and oxidized mixed crystals, which are equipped with a protective housing. The main benefit of the sensor is the combination of a high quality production part and a robust and compact design.

Application

Application	-40 to 130°C
Storage temp. range	0 to 100°C
Bio fuel compatibility	E85/M22
Max. vibration	600 m/s ²

Technical Specifications

Mechanical Data

Male thread	M12x1.5
Wrench size	19 mm
Installation torque	25 Nm

Weight w/o wire	29 g
Sealing	Not included

Electrical Data

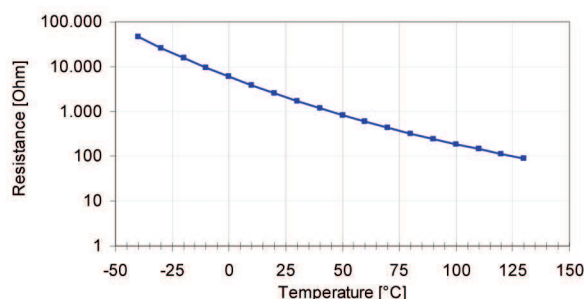
Characteristic	NTC
Nominal resistance at 20°C	2.5 kOhm $\pm 5\%$

Characteristic

Accuracy at 25°C	$\pm 1.4^{\circ}\text{C}$
Accuracy at 100°C	$\pm 3.4^{\circ}\text{C}$
Response time tau 63 in still water	< 15 s

Characteristic Application

T [°C]	R [Ohm]
-40	45,313
-30	26,114
-20	15,462
-10	9,397
0	5,896
10	3,792
20	2,500
30	1,707
40	1,175
50	834
60	596
70	436
80	323
90	243
100	187
110	144
120	113
130	89



Connectors and Wires

Connector	Bosch Jetronic
Mating connector	D 261 205 288-01
2-pole Jetronic	
Pin 1	SIG+
Pin 2	SIG-

Installation Notes

The NTC M12 can be connected directly to most control units using a pull-up resistor (typically 1 or 3 kOhm).

Any mounting orientation is possible.

Please find further application hints in the offer drawing.
www.bosch-motorsport.com

Free download of the sensor configuration file (*.sdf) for the Bosch Data Logging at our homepage.

Safety Note

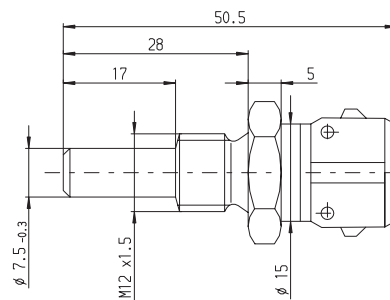
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

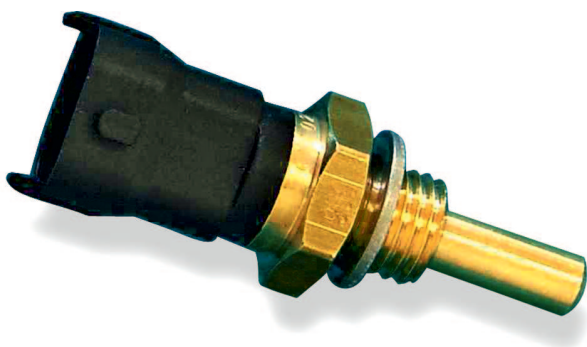
Temperature Sensor NTC M12

Order number **0 280 130 026**

Dimensions



Temperature Sensor NTC M12-H



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Features

- Application: -40 to 130°C
- Accuracy at 25°C: $\pm 1.4^{\circ}\text{C}$
- Accuracy at 100°C: $\pm 3.4^{\circ}\text{C}$
- Male thread: M12 x 1.5
- Nominal resistance: $2.5\text{ k}\Omega \pm 5\%$ (at 20°C)

This sensor is designed to measure fluid temperature e.g. oil, water or fuel. This signal may be used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises. The sensing element of the temperature sensor is made of semiconducting heavy metal oxide and oxidized mixed crystals, which are equipped with a protective housing. The main benefit of the sensor is the combination of a high quality production part and a robust and compact design.

Application

Application	-40 to 150°C
Storage temperature range	-30 to 60°C
Bio fuel compatibility	E85/M22
Max. vibration	300 m/s ²

Technical Specifications

Mechanical Data

Male thread	M12x1.5
Wrench size	19 mm

Installation torque	18 Nm
Weight w/o wire	28.3 g
Sealing	Al-washer

Electrical Data

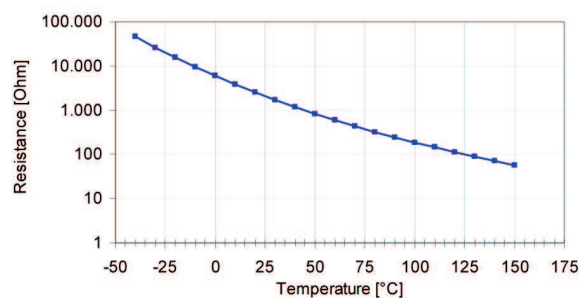
Characteristic	NTC
Nominal resistance at 20°C	$2.5\text{ k}\Omega \pm 6\%$

Characteristic

Accuracy at 25°C	$\pm 1.4^{\circ}\text{C}$
Accuracy at 100°C	$\pm 0.8^{\circ}\text{C}$
Response time tau 63 in still water	< 15 s

Characteristic Application

T [°C]	R [Ω]
-40	45,313
-30	26,114
-20	15,462
-10	9,397
0	5,896
10	3,792
20	2,500
30	1,707
40	1,175
50	834
60	596
70	436
80	323
90	243
100	187
110	144
120	113
130	89
140	71
150	57



Connectors and Wires

Connector	Bosch Compact
Mating connector	D 261 205 337-01
2-pole Compact	

Pin 1	SIG+
Pin 2	SIG-

Installation Notes

The NTC M12-H can be connected directly to most control units using a pull-up resistor (typically 1 or 3 kOhm).

Any mounting orientation is possible.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

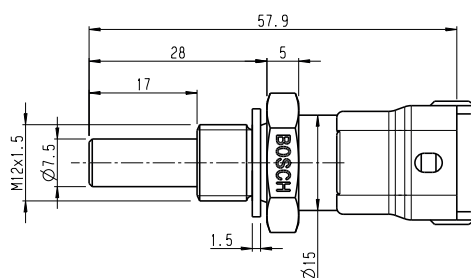
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

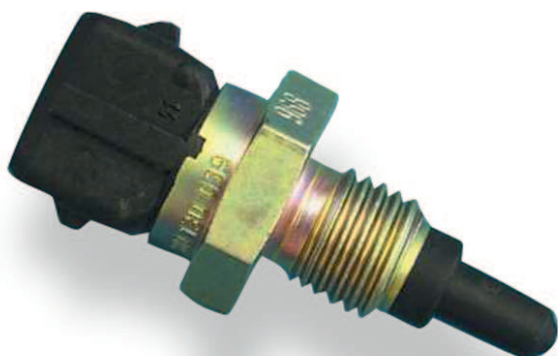
Temperature Sensor NTC M12-H

Order number **0 281 002 170**

Dimensions



Temperature Sensor NTC M12-L



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Features

- Application: -40 to 130°C
- Accuracy at 25°C: $\pm 1.4^\circ\text{C}$
- Accuracy at 100°C: $\pm 3.4^\circ\text{C}$
- Male thread: M12 x 1.5
- Nominal resistance: 2.5 kOhm $\pm 5\%$ (at 20°C)

This sensor is designed to measure air temperature e.g. in the air box or ambient temperature. This signal may be used as a control value for engine control units or as a measurement value which is logged in a data acquisition system.

The NTC sensing element has a negative temperature coefficient. This means, that with increasing temperature the conductivity rises. The sensing element of the temperature sensor is made of semiconducting heavy metal oxide and oxidized mixed crystals, which are equipped with a protective housing. The main benefit of the sensor is the combination of a high quality production part and a robust and compact design.

Application

Application	-40 to 140°C
Storage temp. range	-30 to 60°C
Bio fuel compatibility	E85/M22
Max. vibration	300 m/s ² at 50 to 250 Hz

Technical Specifications

Mechanical Data

Male thread	M12x1.5
Wrench size	19 mm

Installation torque	15 Nm
Weight w/o wire	24.6 g
Sealing	Not included

Electrical Data

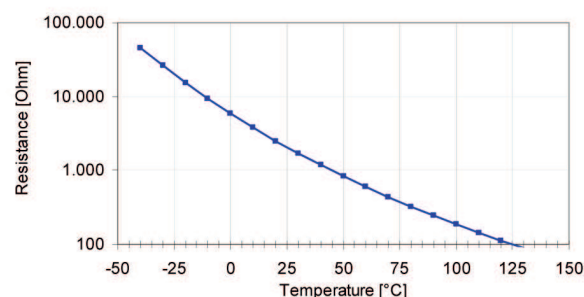
Characteristic	NTC
Nominal resistance at 20°C	2.5 kOhm $\pm 5\%$

Characteristic

Accuracy at 25°C	$\pm 1.4^\circ\text{C}$
Accuracy at 100°C	$\pm 3.4^\circ\text{C}$
Response time tau 63 in still water	< 10 s

Characteristic Application

T [°C]	R [Ohm]
-40	45,313
-30	26,114
-20	15,462
-10	9,397
0	5,896
10	3,792
20	2,500
30	1,707
40	1,175
50	834
60	596
70	436
80	323
90	243
100	187
110	144
120	113
130	89
140	71



Connectors and Wires

Connector	Bosch Compact
Mating connector	D 261 205 288-01
2-pole Jetronic	
Pin 1	SIG+
Pin 2	SIG-

Installation Notes

The NTC M12-L can be connected directly to most control units using a pull-up resistor (typically 1 or 3 kOhm).

Any mounting orientation is possible.

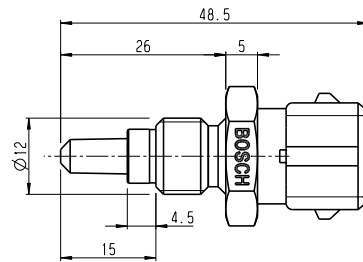
Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information**Temperature Sensor NTC M12-L**

Order number **0 280 130 039**

Dimensions

Overview

Thermocouple Probe TCP K



- Application: -200 to 1,000°C
- Output signal: -5.9 to 52.4 mV
- Integrated amplifier: No
- Thread: M8 x 1 (optional)
- Mounting depth: ca. 250 mm

Thermocouple Probe TCP KA



- Application: 0 to 1,250°C
- Output signal: 0 to 5,000 mV
- Integrated amplifier: Yes
- Thread: M12 x 1
- Mounting depth: 0 to 120 mm

Thermocouple Probe TCP KC



- Application: 0 to 1,250°C
- Output signal: 0 to 5,000 mV
- Integrated amplifier: Yes
- Thread: M8 x 1
- Mounting depth: 0 to 120 mm

**Thermocouple Probe TCP KN
2**



- Application: 0 to 1,250°C
- Output signal: 0 to 5,000 mV
- Integrated amplifier: Yes
- Thread: M14 x 1.5
- Mounting depth: 0 to 125 mm

Thermocouple Probe TCP K



Features

- ▶ Application: -200 to 1,000°C
- ▶ Output signal: -5.9 to 52.4 mV
- ▶ Integrated amplifier: No
- ▶ Thread: M8 x 1 (optional)
- ▶ Mounting depth: ca. 250 mm

This sensor is designed to measure exhaust gas temperatures up to 1,300°C.

Thermocouples are temperature sensors that supply a temperature corresponding voltage without any additional external energy source.

The thermocouple has a metal mantle that includes two isolated inner wires made of thermo material NiCr-Ni Type K.

The benefits of this sensor are the combination of high quality production part, robust design with metal housing and motorsport connector and a very quick response time.

Application

Application	-200 to 1,000°C (1,300)°C
Max. vibration	800 m/s ² at 5 to 500 Hz

Technical Specifications

Mechanical Data

Male thread	See adapter
Wrench size	See adapter
Installation torque	See adapter
Weight with wire	47 g
Sensor tip bend radius	R 20

Electrical Data

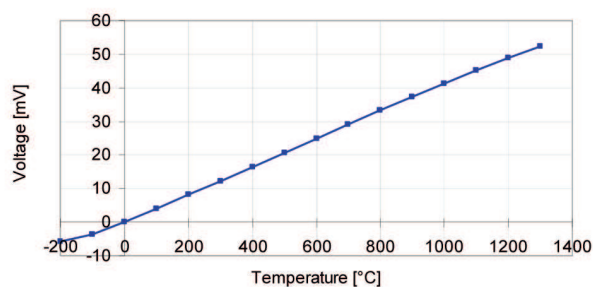
Voltage supply	NiCr/Ni Typ K
----------------	---------------

Full scale output	DIN IEC 584-1
-------------------	---------------

Characteristic Application

Accuracy (max. value) $\pm 1.5^\circ\text{C}$ or $0.004 \cdot t$

T [°C]	U [mV]
-200	-5.891
-100	-3.554
0	0.000
100	4.096
200	8.138
300	12.209
400	16.397
500	20.644
600	24.905
700	29.129
800	33.275
900	37.326
1,000	41.276
1,100	45.119
1,200	48.838
1,300	52.410



Connectors and Wires

Connector	ASL 6-06-05PD-HE
Mating connector	F 02U 000 229-01
ASL 0-06-05SD-HE	
Pin 1	-
Pin 2	Sig-
Pin 3	Sig+
Pin 4	-
Pin 5	Src
Sleeve	DR-25
Wire size	AWG 24
Wire length L	15 to 75 cm

Various motorsport and automotive connectors are available on request.

Please specify the required wire length with your order.

Installation Notes

The TCP K can be connected to Bosch Motorsport ECUs with thermocouple inputs (w/o pull-up resistant) or to external devices, which amplify the sensor voltage.

Recommended max. continuous utilization temperature 1,000°C, short-term utilization temperature 1,300°C.

The sensor can be mounted individually according to the customer request.

The sensor tip is flexible/ bendable and can be fixed by a special adapter (B 261 209 159-01).

The length of the sensor tip can be modified on request.

Any mounting orientation is possible.

Please find further application hints in the offer drawing and

free download of the sensor configuration file (*.sdf) for the Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Thermocouple Probe TCP K

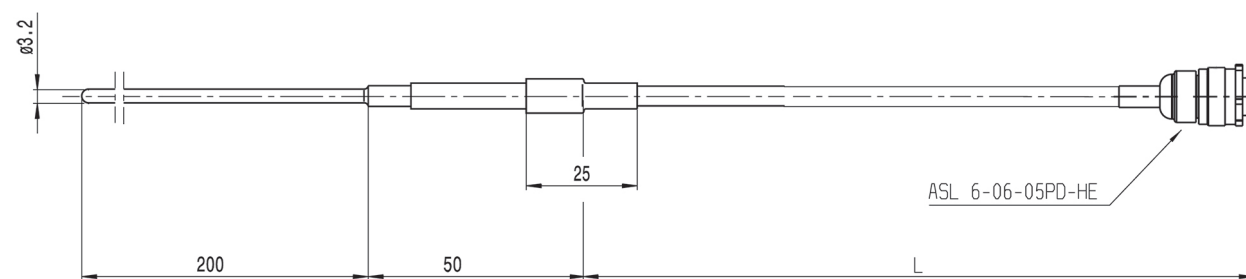
Order number **B 261 209 385-01**

Accessories

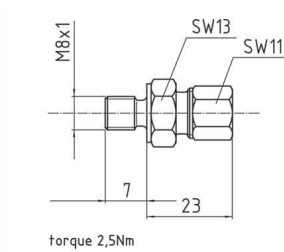
Thermocouple Probe TCP K Adapter

Order number **B 261 209 159-01**

Dimensions



Sensor



Adapter

Thermocouple Probe TCP KA



Features

- ▶ Application: 0 to 1,250°C
- ▶ Output signal: 0 to 5,000 mV
- ▶ Integrated amplifier: Yes
- ▶ Thread: M12 x 1
- ▶ Mounting depth: 0 to 120 mm

This sensor is designed to measure exhaust gas temperatures up to 1,250°C.

Thermocouples are temperature sensors that supply a temperature corresponding voltage without any additional external energy source. The thermocouple has a metal mantle that includes two isolated inner wires made of thermo material NiCr-Ni Type K. The voltage is amplified by an electronic circuit powered by 12 V. Please note that the operating temperature of the external electronics is from 0 to 120°C.

The benefits of this sensor are the combination of high quality production part, robust design and its integrated amplifier.

Application

Application	0 to 1,250°C
Operating temp. range (ext. electronics)	0 to 120°C

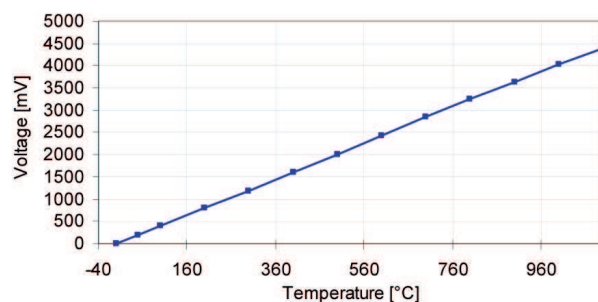
Technical Specifications

Mechanical Data

Male thread	M12x1
Wrench size	17 mm
Installation torque	15 Nm
Weight with wire	85 g

Electrical Data

Voltage supply	12 V
Analog Variant	
Full scale output	0 to 5 V
T [°C]	U [mV]
0	0
50	197
100	399
200	793
300	1,190
400	1,598
500	2,012
600	2,427
700	2,839
800	3,243
900	3,638
1,000	4,022
1,100	4,396
1,200	4,759
1,250	5,000



CAN Variant

CAN Message

CAN ID 0x3F0 (default)

Byte	Value
0	Thermocouple Temperature
1	
2	Ambient Temperature
3	

CAN Signals

Length	16 Bit
Byte order	Motorola (Big Endian)
Bit mask	Signed
Factor	0.1°C/Bit
Offset	0.0

CAN Parameter

CAN speed	1 Mbaud or 500 kbaud (default 1 Mbaud)
-----------	--

CAN Variant

CAN frequency 100 Hz Thermocouple Temp.
1 Hz Ambient Temp.

Phys. unit Degrees Celsius (default) or Degrees Fahrenheit

CAN Frame ID 0x1 to 0x7F0 (default 0x3F0)

Please specify the requested CAN parameters with your order in the calibration sheet.

Connectors and Wires

Sleeve DR-25
Wire size AWG 24
Wire length L 15 to 75 cm

Analog Variant

Connector F 02U B00 292-01

Mating connector D 261 205 357-01

Pin 1 Sig

Pin 2 Gnd

Pin 3 U_s

CAN Variant

Connector ASU 6-03-05PB-HE

Mating connector F 02U 000 207-01
ASU 0-03-05SB-HE

Pin 1 U_s

Pin 2 Gnd

Pin 3 CAN High

Pin 4 CAN Low

Installation Notes

The sensor can be mounted individually according to the customer's request.

Please note that the operating temperature range of the external electronics is from 0 to 120°C.

Recommended bending radius of the wire of the sensor element is minimum 20 mm to ensure the sensor works properly and for a longer lifespan of the sensor.

Any mounting orientation is possible.

Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for Bosch Data Logging System at our homepage.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information**Thermocouple Probe TCP KA**

Analog Variant

Order number **F 02U V01 664-01**

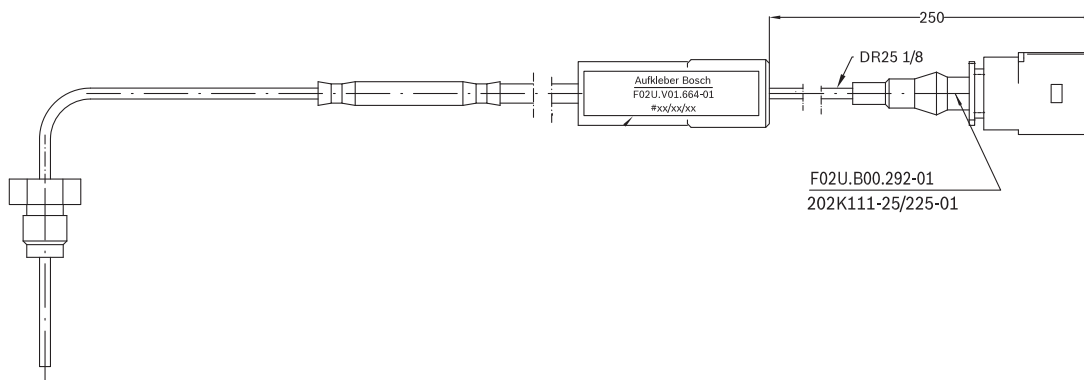
Thermocouple Probe TCP KA

CAN Variant

Order number **F 02U V02 422-01**

Accessories**Thermocouple Probe TCP KA Adapter**

Order number **F 02U V01 185-01**

Dimensions

Thermocouple Probe TCP KC



Features

- ▶ Application: 0 to 1,250°C
- ▶ Output signal: 0 to 5,000 mV
- ▶ Integrated amplifier: Yes
- ▶ Thread: M8 x 1
- ▶ Mounting depth: 0 to 120 mm

This sensor is designed to measure exhaust gas temperatures up to 1,250°C.

Thermocouples are temperature sensors that supply a temperature corresponding voltage without any additional external energy source. The thermocouple has a metal mantle that includes two isolated inner wires made of thermo material NiCr-Ni Type K. The voltage is amplified by an electronic circuit powered by 12 V. Please note that the operating temperature of the external electronics is from 0 to 120°C.

The sensing element is protected by a single-walled housing made of Nimonic 75 to enable its placement before turbo chargers.

The benefits of this sensor are the combination of high quality production part, robust design and its integrated amplifier at more attractive price.

Application

Application	0 to 1,250°C
Max. vibration	Vibration profile 1 (see www.bosch-motorsport.com)
Operating temp. range (ext. electronics)	0 to 120°C

Technical Specifications

Mechanical Data

Male thread	M8x1
-------------	------

Wrench size	11 mm
Installation torque	12 Nm
Weight w/o wire	Ca. 18 g

Electrical Data

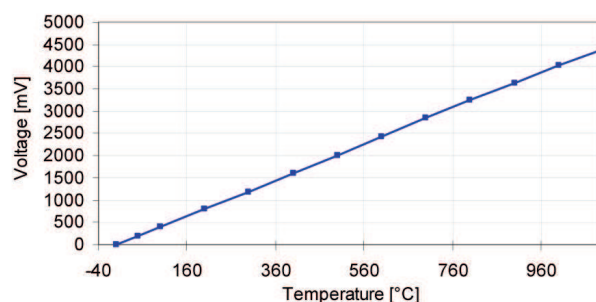
Voltage supply	12 V
----------------	------

Analog Variant

Full scale output	0 to 5 V
-------------------	----------

T [°C]	U [mV]
--------	--------

0	0
50	197
100	399
200	793
300	1,190
400	1,598
500	2,012
600	2,427
700	2,839
800	3,243
900	3,638
1,000	4,022
1,100	4,396
1,200	4,759
1,250	5,000



CAN Variant

CAN Message

CAN ID 0x3F0 (default)

Byte	Value
0	Thermocouple Temperature
1	
2	Ambient Temperature
3	

CAN Signals

Length	16 Bit
Byte order	Motorola (Big Endian)
Bit mask	Signed
Factor	0.1°C/Bit
Offset	0.0

CAN Variant

CAN Parameter

CAN speed	1 Mbaud or 500 kbaud (default 1 Mbaud)
CAN frequency	100 Hz Thermocouple Temp. 1 Hz Ambient Temp.
Phys. unit	Degrees Celsius (default) or Degrees Fahrenheit
CAN Frame ID	0x1 to 0x7F0 (default 0x3F0)

Please specify the requested CAN parameters with your order in the calibration sheet.

Connectors and Wires

Sleeve	DR-15
Sleeve from amplifier to connector	DR-25
Wire size	AWG 24
Wire length L	20 to 92 cm

Analog Variant

Connector	ASU 6-03-03PD-HE
Mating connector	ASU 0-03-03SD-HE
Pin 1	Power supply 5 to 16 V
Pin 2	Gnd
Pin 3	Signal 0 to 5 V

CAN Variant

Connector	ASU 6-03-05PB-HE
Mating connector	F 02U 000 207-01
ASU 0-03-05SB-HE	
Pin 1	U _s

CAN Variant

Pin 2	Gnd
Pin 3	CAN High
Pin 4	CAN Low
Pin 5	Not connected

Installation Notes

The TCP KC can be connected to Bosch Motorsport ECUs with a 0 to 5 V analog signal input (w/o pull-up resistor) or to external data logging devices.

The sensor can be mounted individually according to the customer's request.

Please note that the operating temperature range of the external electronics is from 0 to 120°C.

Recommended bending radius of the wire of the sensor element is minimum 20 mm to ensure the sensor works properly and for a longer lifespan of the sensor.

Any mounting orientation is possible.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Thermocouple Probe TCP KC

Analog Variant

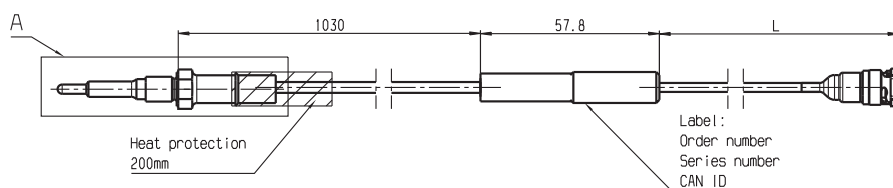
Order number **F 02U V02 041-01**

Thermocouple Probe TCP KC

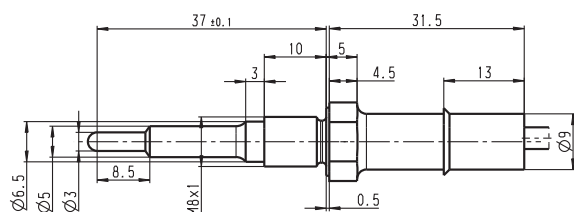
CAN Variant

Order number **F 02U V02 423-01**

Dimensions

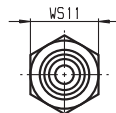


Detail A
Scale: 2:1

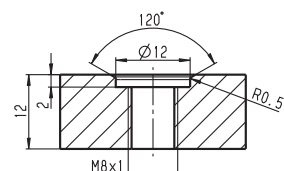


CAN Variant (Analog Variant: see website)

Front view
Scale: 2:1



Recommended mounting hole



Thermocouple Probe TCP KN 2



Features

- ▶ Application: 0 to 1,250°C
- ▶ Output signal: 0 to 5,000 mV
- ▶ Integrated amplifier: Yes
- ▶ Thread: M14 x 1.5
- ▶ Mounting depth: 0 to 125 mm

This sensor is designed to measure exhaust gas temperatures up to 1,250°C.

Thermocouples are temperature sensors that supply a temperature corresponding voltage without any additional external energy source. The thermocouple has a metal mantle that includes two isolated wires made of thermo material NiCr-Ni Type K.

The voltage is amplified by an electronic circuit powered by 12 V. Please note that the operating temperature of the external electronics is from 0 to 125°C.

The sensing element is protected by a double-walled housing made of Nimonic 75 to enable its placement before turbo chargers.

The benefits of this sensor are the combination of high quality production part, robust design and its integrated amplifier

Application

Application	0 to 1,250°C
Operating temp. range (ext. electronics)	0 to 125°C

Technical Specifications

Mechanical Data

Male thread	M14x1.5
-------------	---------

Wrench size	17 mm
Installation torque	15 Nm
Weight with wire	85 g

Electrical Data

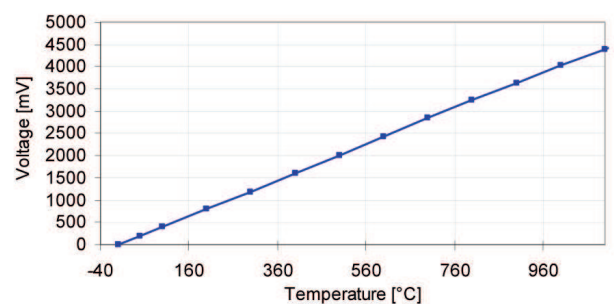
Voltage supply	12 V
----------------	------

Analog Variant

Full scale output	0 to 5 V
-------------------	----------

T [°C]	U [mV]
--------	--------

0	0
50	197
100	399
200	793
300	1,190
400	1,598
500	2,012
600	2,427
700	2,839
800	3,243
900	3,638
1,000	4,022
1,100	4,396
1,200	4,759
1,250	5,000



CAN Variant

CAN Message

CAN ID 0x3F0 (default)

Byte	Value
0	Thermocouple Temperature
1	
2	Ambient Temperature
3	

CAN Signals

Length	16 Bit
Byte order	Motorola (Big Endian)
Bit mask	Signed
Factor	0.1°C/Bit
Offset	0.0

CAN Variant	
Pin 4	CAN Low
Pin 5	Not connected

Installation Notes The TCP KN2 can be connected to Bosch Motorsport ECUs with a 0 to 5 V analog signal input (w/o pull-up resistor) or to external data logging devices. The sensor can be mounted individually according to the customer's request. Please note that the operating temperature range of the external electronics is from 0 to 125°C. Recommended bending radius of the wire of the sensor element is minimum 20 mm to ensure the sensor works properly and for a longer lifespan of the sensor. Any mounting orientation is possible. Please find further application hints in the offer drawing and free download of the sensor configuration file (*.sdf) for Bosch Data Logging System at our homepage. Safety Note The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.
Ordering Information Thermocouple Probe TCP KN 2 Analog Variant Order number F 02U V01 863-01 Thermocouple Probe TCP KN 2 CAN Variant Order number F 02U V02 425-01

Technical drawing of a probe assembly, showing a side view and a detail view (Detail A).

Side View Dimensions:

- Overall length: L
- Distance from tip to heat protection tube start: 760
- Heat protection tube length: 57.8
- Label location: Part number, Series number, CAN ID

Detail A (Scale: 2:1):

- Tip diameter: $\varnothing 5 \pm 0.1$
- Tip length: 8.5
- Transition radius: $R12$
- Heat protection tube diameter: $\varnothing 3 \pm 0.1$
- Heat protection tube length: 40 ± 0.3
- Heat protection tube inner diameter: $\varnothing 1 \pm 0.2$
- Heat protection tube outer diameter: $\varnothing 9 \pm 0.2$
- Heat protection tube end diameter: $\varnothing 7 \pm 0.2$
- Heat protection tube end length: 13
- Heat protection tube end radius: 3.5
- Heat protection tube end diameter: 27

Section view B-B (Scale: 2:1):

- Section view B-B shows the heat protection tube and the probe tip.
- Section view B-B dimensions: 14.5, 11, $\varnothing 9.5$, W517, M14x1.5.

Overview

Acceleration Sensor MM5.10 Acceleration Sensor MM5.10-R

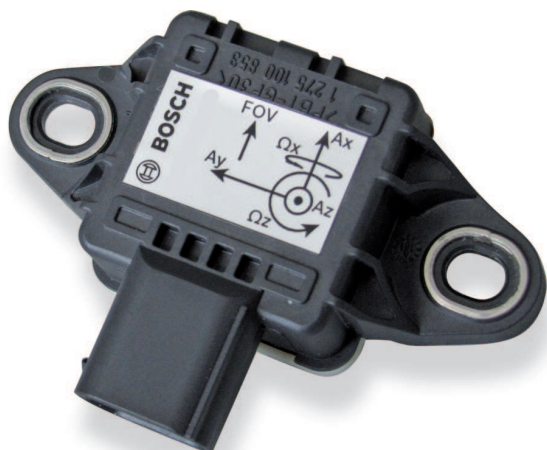


- Application 1: $\pm 163^\circ/\text{s}^2$ (roll rate/ yaw rate)
- Application 2: $\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
- Weight w/o wire: 35 g
- Size: 80 x 56 x 21 mm
- Power supply: 7 to 18 V



- Application 1: $\pm 163^\circ/\text{s}^2$ (roll rate/ yaw rate)
- Application 2: $\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
- Weight w/o wire: 28 g
- Size: 34 x 34 x 16.5 mm
- Power supply: 7 to 18 V

Acceleration Sensor MM5.10



7

Features

- ▶ Application 1: $\pm 163^\circ/\text{s}^2$ (roll rate/ yaw rate)
- ▶ Application 2: $\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
- ▶ Weight w/o wire: 35 g
- ▶ Size: 80 x 56 x 21 mm
- ▶ Power supply: 7 to 18 V

The MM5.10 was designed to measure the physical effects of rotational and linear acceleration. In order to achieve this, the sensor includes MEMS measuring elements connected to an appropriate integrated circuit.

A rotational acceleration around the integrated sensing elements generates a Coriolis force which changes the internal capacity of the micro machined sensing parts. Furthermore, a pure surface micro machined element is used to measure the vehicle linear acceleration in all 3 axis. This combination of rotational and linear acceleration sensors enables a precise measurement of the vehicle dynamics.

The main feature and benefit of this sensor is the combination of 3 linear and 2 rotational accelerometers and its high speed 1 Mbaud CAN-signal output.

Application

Application I	$\pm 163^\circ/\text{s}$ (roll rate/yaw rate)
Application II	$\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
Operating temperature range	-20 to 85°C

Technical Specifications

Mechanical Data

Weight w/o wire	35 g
Size	80 x 56 x 21 mm

Electrical Data

Power supply	7 to 18 V
Max input current	90 mA
CAN speed	1 Mbaud or 500 kbaud

CAN Message

CAN ID 01 0x174

Byte	Value
0	Yaw rate
1	
2	Reserved
3	
4	Acc Y-axis
5	
6	Reserved
7	Unused

CAN ID 02 0x178

Byte	Value
0	Roll rate
1	
2	Reserved
3	
4	Acc X-axis
5	
6	Reserved
7	Unused

CAN ID 03 0x17C

Byte	Value
0	Reserved
1	
2	Reserved
3	
4	Acc Z-axis
5	
6	Reserved
7	Unused

Characteristic

Characteristic Application I

Measuring range	$\pm 160^\circ/\text{s}$
Over range limit	$\pm 1,000^\circ/\text{s}$
Absolute physical resolution	0.1°/s
Cut-off frequency (-3 dB)	15 Hz; 30 Hz; 60 Hz

Characteristic Application II

Measuring range	$\pm 4.2 \text{ g}$
Over range limit	$\pm 10 \text{ g}$
Absolute physical resolution	0.01 g
Cut-off frequency (-3 dB)	15 Hz; 30 Hz; 60 Hz

Connectors and Wires

Connector (1)	AMP 114-18063-076
Mating connector (1)	F 02U B00 435-01
Pin 1	Gnd
Pin 2	CANL
Pin 3	CANH
Pin 4	UBat
Wire with open end (2)	
Red wire	UBat
Black wire	Gnd
White wire	CANH
Blue wire	CANL
Connector (3)	ASL-6-06-05PC-HE
Mating connector (3)	ASL-0-06-05SC-HE
Pin 1	UBat
Pin 2	Gnd
Pin 3	CANH
Pin 4	CANL
Pin 5	Not connected
Sleeve	DR-25
Wire size with open end (2)	4 x AWG24
Wire length L	15 to 100 cm

CAN Parameters

Byte order	LSB (Intel)
CAN speed	1 Mbaud or 500 kbaud
Bit mask	unsigned
Offset (all signals)	0x8000 hex
Quantization Yaw Rate	0.005 [°/s/digit]
Quantization Roll Rate	0.005 [°/s/digit]

Quantization Acc X-axis	0.0001274 [g/digit]
Quantization Acc Y-axis	0.0001274 [g/digit]
Quantization Acc Z-axis	0.0001274 [g/digit]

Installation Notes

The MM5.10 can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated fixing holes.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage and calibration sheet.

Please deliver the calibration sheet with your order placement.

Please note:

CAN ID 0x0170 (Rx) is used for synchronization and configuration of the sensor (SYNC). Make sure that the CAN ID 0x170 is not used in your can network by any other device.

Safety Note

The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information**Acceleration Sensor MM5.10**

Without wire (1)

Order number **F 02U V01 511-02**

Acceleration Sensor MM5.10

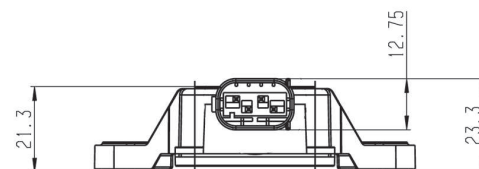
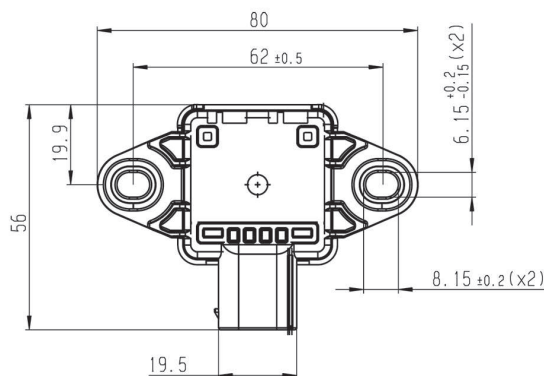
Wire with open end (2)

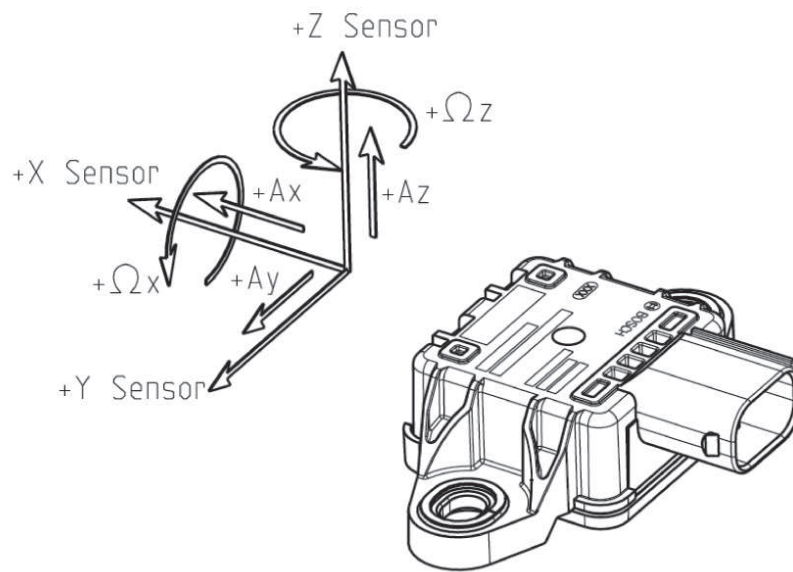
Order number **F 02U V01 511-92**

Acceleration Sensor MM5.10

Wire with motorsport connector (3)

Order number **F 02U V01 512-03**

Dimensions



Axis Scheme

Acceleration Sensor MM5.10-R



Features

- ▶ Application 1: $\pm 163^\circ/\text{s}^2$ (roll rate/ yaw rate)
- ▶ Application 2: $\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
- ▶ Weight w/o wire: 28 g
- ▶ Size: 34 x 34 x 16.5 mm
- ▶ Power supply: 7 to 18 V

The MM5.10-R was designed to measure the physical effects of rotational and linear acceleration. In order to achieve this, the sensor includes MEMS measuring elements connected to an appropriate integrated circuit.

A rotational acceleration around the integrated sensing elements generates a Coriolis force which changes the internal capacity of the micro machined sensing parts. Furthermore, a pure surface micro machined element is used to measure the vehicle lineal acceleration in all 3 axes. This combination of rotational and linear acceleration sensors enables a precise measurement of the vehicle dynamics.

The main features and benefits of this sensor are the aluminum compact housing, the combination of 3 linear and 2 rotational accelerometers and its high speed 1 Mbaud CAN-signal output.

Application

Application I	$\pm 163^\circ/\text{s}$ (roll rate/yaw rate)
Application II	$\pm 4.2 \text{ g}$ (X, Y and Z acceleration)
Operating temperature range	-20 to 85°C

Technical Specifications

Mechanical Data

Weight w/o wire	28 g
-----------------	------

Size	34 x 34 x 16.5 mm
------	-------------------

Electrical Data

Power supply	7 to 18 V
Max input current	90 mA
CAN speed	1 Mbaud or 500 kbaud

CAN Message

CAN ID 01 0x174

Byte	Value
0	Yaw rate
1	
2	Reserved
3	
4	Acc Y-axis
5	
6	Reserved
7	Unused

CAN ID 02 0x178

Byte	Value
0	Roll rate
1	
2	Reserved
3	
4	Acc X-axis
5	
6	Reserved
7	Unused

CAN ID 03 0x17C

Byte	Value
0	Reserved
1	
2	Reserved
3	
4	Acc Z-axis
5	
6	Reserved
7	Unused

Characteristic

Characteristic Application I

Measuring range	$\pm 160^\circ/\text{s}$
Over range limit	$\pm 1,000^\circ/\text{s}$
Absolute physical resolution	0.1°/s
Cut-off frequency (-3 dB)	15 Hz; 30 Hz; 60 Hz

Characteristic Application II

Measuring range	$\pm 4.2 \text{ g}$
Over range limit	$\pm 10 \text{ g}$

Absolute physical resolution	0.01 g
Cut-off frequency (-3 dB)	15 Hz; 30 Hz; 60 Hz

Connectors and Wires

Connector	ASX 0-02-05PA-HE
Mating connector	ASX 6-02-05SA-HE
Pin 1	UBat
Pin 2	CANH
Pin 3	Not connected
Pin 4	CANL
Pin 5	Gnd
Sleeve	DR-25

CAN Parameters

Byte order	LSB (Intel)
CAN speed	1 Mbaud or 500 kbaud
Bit mask	unsigned
Offset (all signals)	0x8000 hex
Quantization Yaw Rate	0.005 [°/s/digit]
Quantization Roll Rate	0.005 [°/s/digit]
Quantization Acc X-axis	0.0001274 [g/digit]
Quantization Acc Y-axis	0.0001274 [g/digit]
Quantization Acc Z-axis	0.0001274 [g/digit]

Installation Notes

The MM5.10-R can be connected directly to most control units and data logging systems.

Please avoid abrupt temperature changes.

For mounting please use only the integrated fixing holes.

Please ensure that the environmental conditions do not exceed the sensor specifications.

Please find further application hints in the offer drawing at our homepage and calibration sheet.

Please deliver the calibration sheet with your order placement.

Please note:

CAN ID 0x0170 (Rx) is used for synchronization and configuration of the sensor (SYNC). Make sure that the CAN ID 0x170 is not used in your can network by any other device.

Safety Note

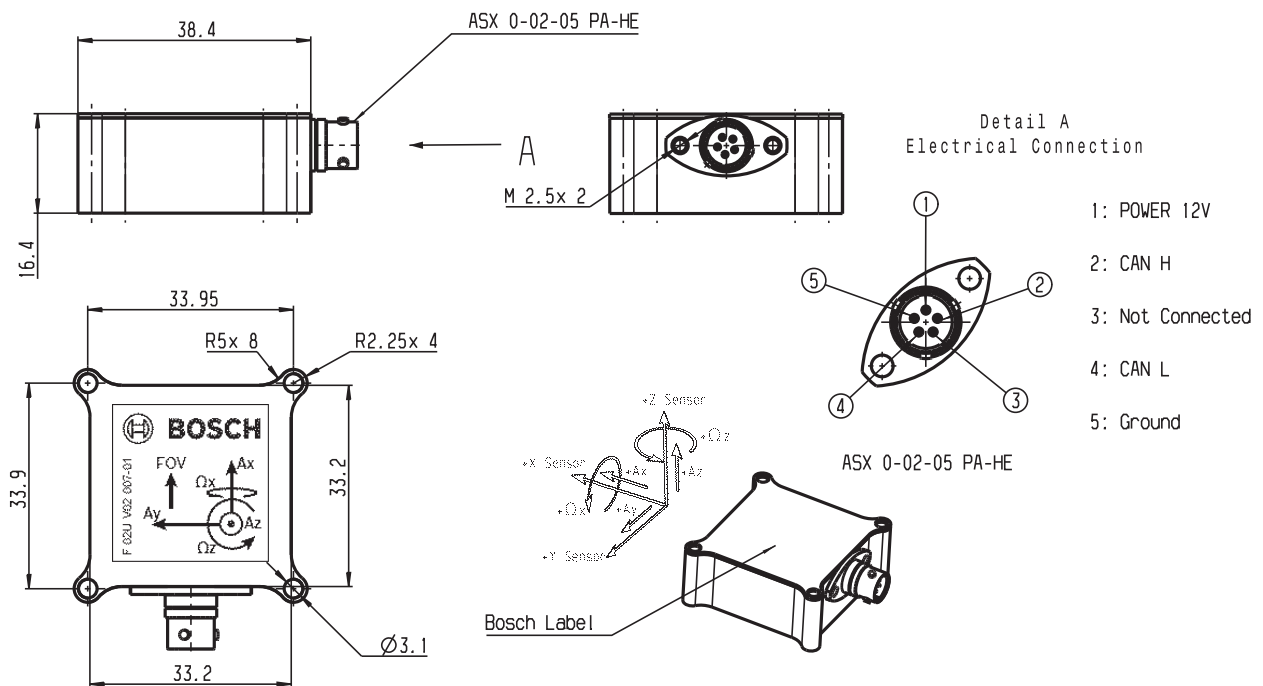
The sensor is not intended to be used for safety related applications without appropriate measures for signal validation in the application system.

Ordering Information

Acceleration Sensor MM5.10-R

Order number **F 02U V02 007-01**

Dimensions



ABS Systems

8

ABS Systems

300

Overview

ABS M5 Kit



- Suitable for front-wheel, rear-wheel and four-wheel drive vehicles

ABS M5 Kit Clubsport



- Suitable for front-wheel, rear-wheel and four-wheel drive vehicles
- Generic wiring harness to fit all engine bay and front foot well locations for the hydraulic module
- Same ABS hardware as standard ABS M5 Kit

ABS M5 Kit Porsche Cup



- Plug & Play ABS M5 Kit for Porsche 997 Cup and 991 Cup Gen 1 and Gen 2
- Tested and developed on racetracks like Spa and Nordschleife
- Detailed installation instruction available at our website
- 1 Mbaud CAN

ABS M5 Kit



Features

- Suitable for front-wheel, rear-wheel and four-wheel drive vehicles

We developed ABS M5 for the operation in front-, rear- or 4-wheel drive vehicles. A vehicle specific wiring harness is included in the Kit.

The ABS M5 is specifically adapted for motorsport use. Individual car parameters like e.g. vehicle weight, vehicle track, wheel weights, wheel circumferences, wheel base or number of increments can be calibrated with software free of charge. Please contact your Bosch Motorsport dealer for further information.

Technical Specifications

Variations

Option	Kit 1	Kit 2	Clubsport
F 02U V05 2	89-01	90-01	91-01 92-01 93-01 94-01 95-01 96-01
Customized wiring loom	+	+	-
ABS-Off position optional on position 1	+	+	-
Selection of ABS maps via Bosch 12-position switch or via specified CAN signal	+	+	+
Motorsport connectors for wheel speed sensors	-	+	-
Flexible CAN terminals	+	+	+
Downforce depending slip regulation	+	+	-

Option	Kit 1	Kit 2	Clubsport
Lateral acceleration slip regulation	+	+	-
Corner inside wheel slip reduction regulation	+	+	-

Find more details under **Dimensions**.

+: fixed Kit Content

+: Adjustable via Coding Plug

Mechanical Data

Hydraulic unit

Serial housing, dust- and damp-proof

Vibration damped circuit board

38 pin connector

2 hydraulic valves per wheel

2 brake circuits (front and rear)

2 hydraulic high pressures pumps

2 hydraulic accumulators 5 cm³/each

Standard fittings 2 x master cylinders M12 x 1
4 x brake cylinders M10 x 1

Size 122 x 110 x 122 mm

Weight 1,910 g

Operating temperature -30 to 130°C

Max. shock 50 g less than 6 ms

Electrical Data

Supply voltage 10 to 16 V,
max. 24 V for 5 min

Max. peak voltage 35 V for 200 ms

Power consumption Pump 230 W

Power consumption Relay 170 W

Power consumption Electronics 8 W

Inputs

4 active wheel speed DF11i, DF11S or DF11V

Brake pressure (front brake circuit / rear brake circuit)

Longitudinal acceleration, lateral acceleration, yaw rate (MM5.10 sensor)

11 adjustment settings (applicable for OEMs)

ABS function can be deactivated (Pos. 1 or Pos. 12)

Outputs

ABS warning light (MIL)

EBD warning light (MIL) if needed

TTL wheel speed signal FL / FR / RL / RR

Communication

ABS and Yaw rate sensor CAN1

Diagnostics MSA Box II

Content of Kit and Weights

Hydraulic unit	1,910 g
2 pressure sensors	40 g/each
Yaw/acceleration sensor	60 g
12 position function switch	50 g
4 wheel speed sensors DF11 standard	50 g/each
ABS warning light (MIL)	50 g
Vehicle specific wiring harness with motorsport connectors	Depends on version
Clubsport wiring harness	1,540 g
Mounting and vibration-dampening boards	80 g
Mounting board for hydraulic unit	212 g

Optional Accessories

Data logger C 70	F 02U V02 302-01
Display DDU 9	F 02U V02 300-02
Display DDU 10	F 02U V02 659-01
Communication interface MSA Box II	F 02U V00 327-03

Wheel speed signal splitter with 1 motorsport connector F 02U V01 928-01

Ordering Information**ABS M5 Kit 1**

Order number **F 02U V05 289-01**

ABS M5 Kit 2

Order number **F 02U V05 290-01**

ABS M5 Kit Clubsport

DF11i, 500 kbaud

Order number **F 02U V05 291-01**

ABS M5 Kit Clubsport

DF11i, 1 Mbaud

Order number **F 02U V05 292-01**

ABS M5 Kit Clubsport

DF11S, 500 kbaud

Order number **F 02U V05 293-01**

ABS M5 Kit Clubsport

DF11S, 1 Mbaud

Order number **F 02U V05 294-01**

ABS M5 Kit Clubsport

DF11V, 500 kbaud

Order number **F 02U V05 295-01**

ABS M5 Kit Clubsport

DF11V, 1 Mbaud

Order number **F 02U V05 296-01**

Dimensions**ABS M5 Kit Variations**

	ABS M5 Kit 1	ABS M5 Kit 2	ABS M5 Kit Clubsport	ABS M5 Kit Clubsport	ABS M5 Kit Clubsport
Type	Kit 1	Kit 2	1 Mbaud, DF11i	500 kBaud, DF11i	1 Mbaud, DF11S
Wiring harness	Specific	Specific	Generic	Generic	Generic
4 wheelspeed sensors DF11S	Included, with standard connectors	Included, with motorsport connectors	Not included	Not included	Included, with standard connectors
Wheel speed signal splitter	included*	Included*	included*	included*	included*
Fuses	Not included	Not included	Not included	Not included	Not included
Brake pipe fittings	Not included	Not included	Not included	Not included	Not included

	ABS M5 Kit Clubsport	ABS M5 Kit Clubsport	ABS M5 Kit Clubsport	ABS M5 Kit Porsche 991 Cup Gen 1	ABS M5 Kit Porsche 991 Cup Gen 2
Type	500 kBaud, DF11S	500 kBaud, DF11V	1 Mbaud, DF11V	Model year 2015	Model year 2017
Wiring harness	Generic	Generic	Generic	Specific	Specific
4 wheelspeed sensors DF11S	Included, with standard connectors	Not included	Not included	Included, Porsche specific DF11S	Included, Porsche specific DF11S
Wheel speed signal splitter TTL	included*	included*	included*	Included, DF11	Included, DF11
Fuses	Not included	Not included	Not included	Included	Included
Brake pipe fittings	Not included	Not included	Not included	Included	Included

*TTL splitter incl. in ABS Hardware, DF11 splitter optional

ABS M5 Kit Clubsport



Features

- Suitable for front-wheel, rear-wheel and four-wheel drive vehicles
- Generic wiring harness to fit all engine bay and front foot well locations for the hydraulic module
- Same ABS hardware as standard ABS M5 Kit

The ABS M5 Kit Clubsport is developed for the operation in front-, rear- or 4-wheel drive vehicles. A generic wiring harness is included in the kit. This enables us to provide the kit with a significantly reduced price in comparison to the standard ABS M5 Kit with individual loom.

The ABS M5 Kit Clubsport is specifically adapted for motorsport use. Individual car parameters like e.g. vehicle weight, vehicle track, wheel weights, wheel circumferences, wheel base or number of increments can be calibrated with software free of charge. Please contact your Bosch Motorsport dealer for further information.

Technical Specifications

Mechanical Data

Hydraulic unit with attached ECU

Serial housing, dust- and damp-proof

Vibration damped circuit board

38 pin connector

2 hydraulic valves per wheel

2 brake circuits (front and rear)

2 hydraulic high pressures pumps

2 hydraulic accumulators 5 cm³/each

Standard fittings 2 x master cylinders M12 x 1
4 x brake cylinders M10 x 1

Size	122 x 110 x 122 mm
Weight	1,910 g
Operating temperature	-30 to 130°C
Max. shock	50 g less than 6 ms

Electrical Data

Supply voltage	10 to 16 V, max. 24 V for 5 min
Max. peak voltage	35 V for 200 ms
Power consumption Pump	230 W
Power consumption Relay	170 W
Power consumption Electronics	8 W

Inputs

4 active wheel speed DF11i, DF11S or DF11V

Brake pressure (front brake circuit / rear brake circuit)

Longitudinal acceleration, lateral acceleration, yaw rate (MM5.10 sensor)

11 adjustment settings

ABS function can be deactivated (Pos. 12)

Outputs

ABS warning light (MIL)

TTL wheel speed signal FL / FR / RL / RR

Communication

ABS and Yaw Rate Sensor CAN1

Diagnostics MSA Box II

Content of Kit and Weights

Hydraulic unit with attached ECU	1,910 g
2 pressure sensors	40 g/each
Yaw/acceleration sensor	60 g
12 position function switch	50 g
4 wheel speed sensors DF11 standard	50 g/each
ABS warning light (MIL)	50 g
Standard wiring harness	1,540 g
Mounting and vibration-damping boards	80 g
Mounting board for hydraulic unit	212 g

Optional Accessories

Data logger C 70	F 02U V02 302-01
Display DDU 9	F 02U V02 300-02
Display DDU 10	F 02U V02 659-01
Communication interface MSA Box II	F 02U V00 327-03
Wheel speed signal splitter with 1 motorsport connector	F 02U V01 928-01

Ordering Information

ABS M5 Kit Clubsport

DF11i, 500 kbaud

Order number **F 02U V05 291-01**

ABS M5 Kit Clubsport

DF11i, 1 Mbaud

Order number **F 02U V05 292-01**

ABS M5 Kit Clubsport

DF11S, 500 kbaud

Order number **F 02U V05 293-01**

ABS M5 Kit Clubsport

DF11S, 1 Mbaud

Order number **F 02U V05 294-01**

ABS M5 Kit Clubsport

DF11V, 500 kbaud

Order number **F 02U V05 295-01**

ABS M5 Kit Clubsport

DF11V, 1 Mbaud

Order number **F 02U V05 296-01**

ABS M5 Kit Porsche Cup



Features

- Plug & Play ABS M5 Kit for Porsche 997 Cup and 991 Cup Gen 1 and Gen 2
- Tested and developed on racetracks like Spa and Nordschleife
- Detailed installation instruction available at our website
- 1 Mbaud CAN

The ABS M5 Kit Porsche Cup is a derivative of the successful ABS M5 kit and specifically designed for Porsche 997 Cup and 991 Cup. A vehicle specific wiring harness is included in the kit. Individual car parameters like e.g. vehicle weight, vehicle track, wheel weights, wheel circumferences, wheel base or number of increments can be calibrated with software free of charge. Please contact your Bosch Motorsport dealer for further information.

Technical Specifications

Variations

	997 Cup (System DF11S)	991 Cup (System DF11i)
4 wheel speed sensors	Included, Porsche specific DF11S	Not included, series sensors fit
ABS warning light (MIL)	Included	Included (LED type)
Brake pipe fittings	Not included	Included
Fuses	Not included	Included
Holder for Hydraulic unit	Included, standard	Included, Porsche specific

Mechanical Data

Hydraulic unit with attached ECU

Vibration damped circuit board

38 pin connector	
2 hydraulic valves per wheel	
2 brake circuits (front and rear)	
2 hydraulic accumulators 5 cm ³ /each	
Standard fittings	2 x master cylinders M12 x 1 4 x brake cylinders M10 x 1
Size	122 x 110 x 122 mm
Weight	1,910 g
Operating temperature	-30 to 130°C
Max. shock	50 g less than 6 ms

Electrical Data

Supply voltage	10 to 16 V, max. 24 V for 5 min
Max. peak voltage	35 V for 200 ms
Power consumption pump	230 W
Power consumption relay	170 W
Power consumption electronics	8 W

Inputs

4 active wheel speed DF11	
2 brake pressure (front brake circuit, rear brake circuit)	
Longitudinal acceleration	
Lateral acceleration	
12 position function switch:	• 11 maps preconfigured • 1 switch position for ABS function OFF

Outputs

ABS warning light (MIL)
CAN channels: see manual

Optional Accessories

Data logger C 70	F 02U V02 302-01
Display DDU 9	F 02U V02 300-02

Communication

CAN via MSA Box II

Content of Kit

Hydraulic unit with attached ECU	
Holder for Hydraulic unit	See Variations
4 Wheel speed sensors	See Variations
2 pressure sensors	
MM5.10 acceleration sensor	
Vibrations damping board for acceleration sensor	
12 position function switch	
ABS warning light (MIL)	See Variations
Specific wiring harness	
Brake pipe fittings	See Variations
Fuses	See Variations

Fuse mounting bracket

Required Content

Brake pipes not included, available at Bosch Motorsport dealer

Ordering Information**ABS M5 Kit Porsche 997 Cup**

Order number **F 02U V05 289-20**

ABS M5 Kit Porsche 991 Cup Gen 1

2015 Model Year

Order number **F 02U V05 289-18**

ABS M5 Kit Porsche 991 Cup Gen 2

2017 Model Year

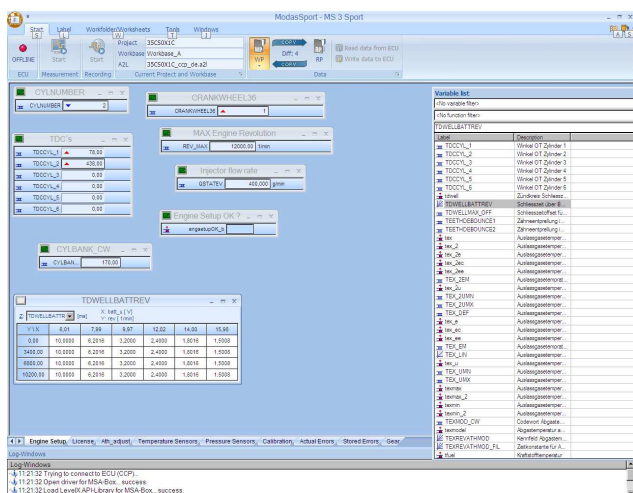
Order number **F 02U V05 289-19**

Software

9

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Customer Code Area	314

Data Application Tool Modas Sport



Features

► Calibration software tool for Bosch ECUs

Modas Sport is the calibration tool for Bosch Motorsport ECUs. It integrates a lot of meaningful features to manage our engine control units at the dyno and the racetrack.

Functions

Calibration tool for MS 3, MS 4.x, MS 5.x, MS 15, MS 3 Sport, MS 4 Sport, MS 15 Sport

Visualization, processing and management of calibration, measurement and documentation data

Measuring system

Numeric data visualization

Bitwise, decimal, hexadecimal data visualization

Recording of measurement data (needs WinDarab to analyze)

Oscilloscope (graphic data visualization)

Calibration system

Visualization and manipulation of parameters (calibration data)

Parameter file manager

Data file manager (copy & compare)

Macro manager

Potiboard support integrated

Administration

Work base management

Integrated K-Line flashing tool

Intuitive design, easy to use, based on latest technology

Technical Specifications

Function requirements

PC

IBM PC compatible, min. 1.6 GHz

Approx. 512 MB RAM

Approx. 100 MB free hard disc space

VGA monitor (min. 1,024 x 768)

Operating systems

Windows XP 32 Bit, Vista 32/64 Bit, Windows 7 32/64 Bit

Optional Accessories

MSA-Box II F 02U V00 327-03

WinDarab Free data analysis Software On request

Communication

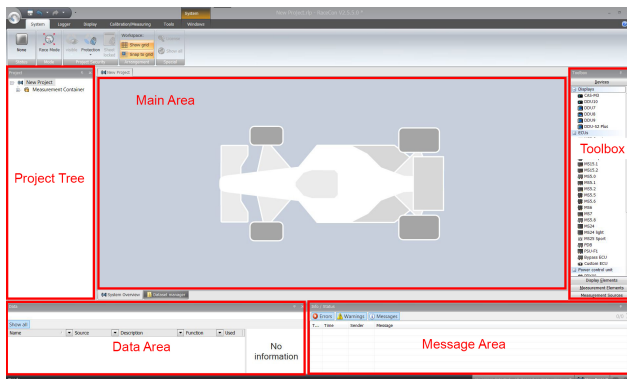
CAN (CCP), K-Line (KWP2000)

Ordering Information

Data Application Tool Modas Sport

Order number **free download at our homepage**

System Configuration Tool RaceCon



Features

- ▶ An all integrated software tool for configuration and calibration

RaceCon is an all integrated software tool for configuration and calibration of Bosch Motorsport hardware products, such as ECUs, displays, loggers. The communication is based on Bosch Motorsport MSA-Box interface.

Functions

- Calibration of ECU maps and curves
- ECU data file up- and download

- Parameter file up- and download
- Diagnostic functionality for Bosch Motorsport ECUs
- Data file / Work base management
- Integrated flash functionality
- Integrated Bosch sensor database
- Configuration of Bosch Motorsport displays
- Configuration of Bosch Motorsport data loggers
- Configuration of Bosch Motorsport CAN modules
- Communication via K-Line/CAN/Ethernet (KWP/CCP/XCP)
- CAN communication log functionality (baud rate changeable)
- Quick data access over Race Mode
- Intuitive design, easy to use

Technical Specifications

Environment

PC

IBM PC Pentium/AMD Athlon compatible, min. 1.6 GHz

Min. 2 GB RAM

Min. 1 GB free hard disc space

VGA/WGA monitor (min. 1,024 x 768)

Windows Vista 32/64 Bit, Windows 7 32/64 Bit, Windows 10 32/64 Bit

Optional Accessories

MSA-Box II

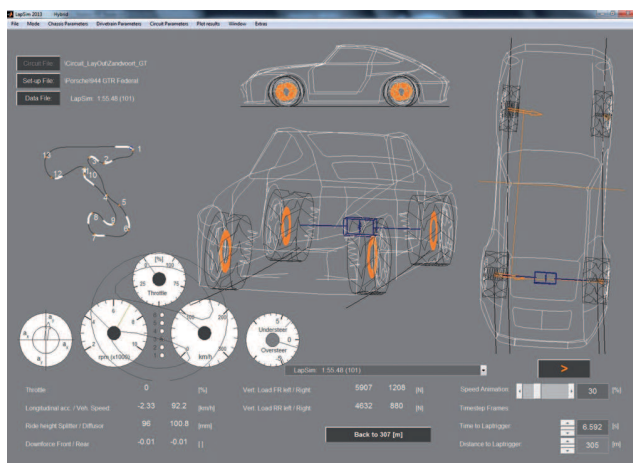
F 02U V00 327-03

Ordering Information

System Configuration Tool RaceCon

Order number **free download at our homepage**

Simulation Tool LapSim



Features

- ▶ Professional Simulation Tool
- ▶ Free / Chassis / Engine Versions available
- ▶ Find the Operation Manual here.
- ▶ Find the Installation Manual here.

LapSim Chassis

is both an analysis tool as well as a vehicle simulation program. By further processing the on-car recorded data, using parts of the simulation models, a much more profound analysis of the vehicle behavior can be gained. Due to the direct link with the simulation model, vehicle parameters can be validated like aerodynamics, tire behavior, engine power, as well as driver performance. The visualization of the vehicle behavior creates a much easier and better understanding of the influence of several vehicle parameters on the performance independent of the technical background of the user.

LapSim Engine

supplies an easy to use engine simulation package capable of generating a torque/power and a corresponding ignition curves out of the main parameters of an engine. The model is able to simulate any 4-stroke spark ignition (SI) race engine currently seen on the market, with or without air restrictor(s). To summarize, the engine software is aiming for 95 % accuracy but 5 % the effort of complex engine software packages. The engine software avoids a vast number of variables in order to define every engine detail, in order to improve usability as well as computational performance. The engine package is integrated in the lap simulation.

Ordering Information

LapSim Chassis Free Version

Order number **free download at our homepage**

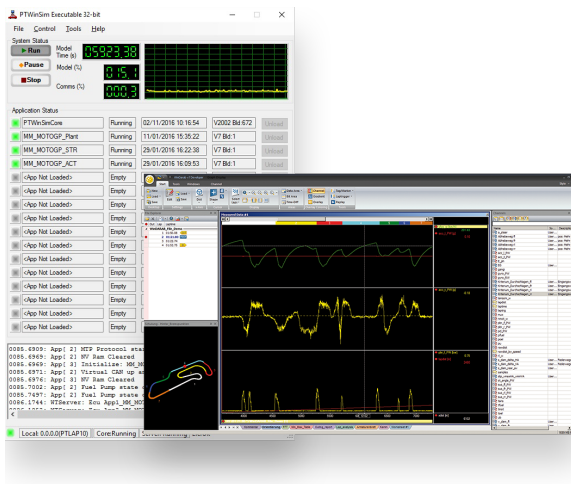
LapSim Chassis License

Order number **B 261 206 432-01**

LapSim Chassis and Engine License

Order number **F 01T A20 057-01**

Simulation Packages



Features

- ▶ Execute control systems faster than real-time on a Windows PC
- ▶ Develop Bosch Motorsport control systems in a comprehensive simulation environment
- ▶ Perform real-time analysis on telemetry streams or other data sources

These simulation packages allow customers that use Bosch Motorsport control systems to simulate the functionality without using the hardware. These packages enable the user to run Bosch Motorsport and customer code area functions within the PTWinSim® environment.

PTWinSim® provides a framework and supporting functionality enabling several applications to execute in a coherent time frame on a variety of hosts. Applications ranging from Engine Control Unit code to vehicle system models with complex control algorithms are simply adapted for the simulation environment. Furthermore, with WinDarab COM API, Bosch Motorsport customers can use WinDarab datasets as stimuli and logging for their simulated control system.

Device Simulation Runtime provides the runtime licenses to run a Bosch Motorsport simulation package within PTWinSim®. This requires an individual and project specific simulation software, which needs to be ordered separately. CCA Simulation Package also provides the option for users of CCA to generate their own simulation software. Device Simulation Runtime is included.

Technical Specifications

Operating Systems

Windows 10, min. Update Version 1803

Required and not included Software

MathWorks Requirements	CCA S.P.*	Device S.P.*
MATLAB R2018b	x	
Simulink	x	
Real-Time Workshop	x	
Real-Time Workshop Embedded Coder	x	
Fixed-Point Toolbox	x	
Simulink Fixed-Point	x	
Stateflow	x	
Stateflow Coder	x	
Vehicle Network Toolbox	x	
Min. PTWinSim 4.07	x	x
Compiler		
Microsoft Visual Studio, Version 2017	x	x
Application tool		
RaceCon 2.7 or later	x	x

*S.P.: Simulation Package

Ordering Information

CCA Simulation Package

CCA Simulation development target to build and execute customer code.

Including 1 Device Simulation Runtime license and 1 year maintenance.

Order number **F 02U V02 893-01**

Device Simulation Runtime

Device Simulation Runtime license to execute simulation on a PC and 1 year maintenance

Order number **F 02U V02 891-01**

CCA Simulation Package Annual Maintenance

Order number **F 02U V02 892-01**

Device Simulation Runtime Annual Maintenance

Order number **F 02U V02 890-01**

Data Analysis Tool WinDarab V7



Features

- ▶ State of the art user interface
- ▶ Versatile diagrams
- ▶ Numerous analysis functions
- ▶ Customizable mathematical channels and filters
- ▶ Software based license without dongle

WinDarab V7 is an evaluation tool for monitoring and analyzing of logged data and is specially designed for motorsport use. Monitor vehicle data using on-line telemetry and compare logged data by reading out your data logger. WinDarab V7 features a state of the art user interface and reads out both engine and chassis data.

The follower of WinDarab V6 offers simplified and ergonomic handling as well as new features and a revised license system to work without a dongle.

Choose between the *Free* and the *Expert* version depending on your purpose.

The enormous bandwidth of features makes WinDarab V7 a perfect evaluation tool for motorsport engineers.

Functions

Diagrams

Oscilloscope
X-/Y-plot to create scatterbands
Histogram
3D-diagram

Analysis

Overlay of different laps
Time or distance based analysis

Absolute and relative values

One-touch channel statistics (min./max., avg., etc.)

Regression lines, user defined lines

Lap reports and lap based comparisons

Replay offline data in realtime

Advanced Analysis

User defined math channels

User defined conditions to filter data

FFT analysis

Racetracks

Racetrack creation based on v/acc or GPS data

Racetrack segmentation

Telemetry

Replay online data in realtime

Gauges for realtime visualization

User Interface

Flexible display setup and arrangement

Storable display setup and arrangement

Lap browser

Data Transmission

Direct data input without intermediate hardware

Protection/encryption of logged data files

ASCII import and export

License System

Dongle-free working in all WinDarab V7 variations

Activation/update via internet

Annual maintenance for up-to-date versions

Environment

PC

IBM PC Pentium/AMD Athlon compatible, min. 1.6 GHz

Min. 1 GB RAM

Min. 1 GB free HD space

VGA / WGA monitor (min. 1,024 x 768)

Operating systems

Windows XP 32 Bit, Vista 32/64 Bit, Windows 7 32/64 Bit

Technical Specifications

Variations

	Free	Expert
Max. open files	4	unlimited
Max. measuring data windows	2	unlimited
Max. areas in measuring data windows	4	unlimited
Histogram	+	+
x/y-plot	+	+

Distribution	+	+
min/max-tables	+	+
Fourier-transformation	+	+
Outing report	+	+
Lap analysis	-	+
Flowcharts	-	+
Instrument panel	+	+
User defined physical units	+	+
Racetrack generation via speed/lateral G or GPS	+	+
ASCII export	+	+
Available operators for math channels.	+, -, *, /, ^, $\sqrt{x}$, $\sqrt[3]{x}$	All
Extras settings/comments	-	+

Desktop load/save	+	+
Telemetry	+	+
Programming interface (API)	-	Opt.

Ordering Information

Data Analysis Tool WinDarab V7

Order number **free download at our homepage**

WinDarab Free Version

Order number **free download at our homepage**

WinDarab Light

Order number **F 02U V01 307-01**

WinDarab Expert

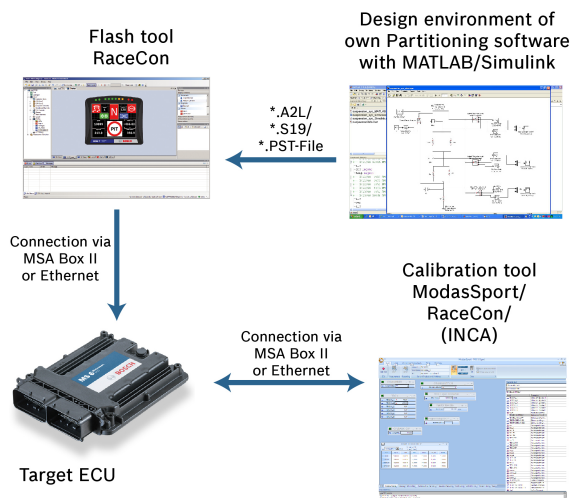
Order number **F 02U V01 308-01**

Software Options

Software licence API for WinDarab Expert

Order number **F 02U V01 682-01**

Customer Code Area CCA



Features

- ▶ Calculation directly in Bosch main ECU possible
- ▶ Communication binding via Software free cuts
- ▶ Unlimited bandwidth interfaces
- ▶ One Box Design (compact solution, no extra weight)

Bosch provides the option to run software code on Bosch ECUs that has been developed by our customers. This code is run in the customer code area (CCA) and is protected against access of anyone else. Within the engine ECU families MS 6 and MS 7 this feature can be run in parallel to all engine ECU functionality.

We deliver it with a full environment for Matlab/Simulink, a compiled Bosch Motorsport model as library and a package of Matlab/Simulink interfaces to all I/Os.

Technical Specifications

General Functions

Support for generating executables that include algorithm, device-driver and real-time operating system

Multitasking scheduling using time synchronous (and asynchronous) tasks, task pre-emption and temporary task overruns

Environment for Matlab/Simulink

Full I/O access with Bosch-Motorsport device drivers

Full read access to all Bosch signals

Development environment with reduced Bosch "unit_blockset"

Real time calibration

Calibration and measurement interface CCP via CAN or XCP via Ethernet

SW-Download via Bosch Motorsport calibration tool RaceCon

Software option for all MS 6.x, MS 7.x

Required and not included Software

MathWorks Requirements

MATLAB R2015, 64 bit

Simulink

Real-Time Workshop

Real-Time Workshop Embedded Coder

Fixed-Point Toolbox

Simulink Fixed-Point

Stateflow

Stateflow Coder

Vehicle Network Toolbox

Compiler

Wind River

Operating Systems

Windows 10

Development Hints

Depending on your experiences with SW-Development of Bosch Motorsport ECUs we recommend SW-Development support from Bosch Motorsport.

Ordering Information

Customer Code Area CCA

Onetime payment for development environment and first .pst will be offered on request.

Order number **on request**

Accessories

Hardware upgrade for CCA per device for MS 6.x, MS 7.x

Order number **F 02U V02 137-01**

Hardware upgrade for CCA per device for C 65

Order number **F 02U V02 138-01**

Accessories

10

Breakout Boxes	316
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Connectors	323
Wiring Harnesses	324

Breakout Box BOB 66-pole



Features

- ▶ Compact, lightweight housing in low-profile design with high-density packaging
- ▶ Robust 4 mm standard jacks for measuring leads
- ▶ Signal integrity of high-speed data links ensured by product-specific version
- ▶ Standard configurations and fully customized versions available
- ▶ No more lost jumpers due to patented 90° rotatable connectors

The Breakout Box BOB enables the operator to perform measurements and modify connections during operation. The jumpers allow to individually open or close each single connection without removing the jumper. Jacks provide access to all signals for measurement purposes. The box is essential for development and test environments in the lab and vehicle.

Technical Specifications

Mechanical Data

Size	225 x 130 x 35 mm
------	-------------------

Weight	1,100 g
4 mm standard jacks for measuring leads	66

Connectors and Wires

F 02U V02 295-01 code blue

Connector on housing	AS 0-18-35PB
Connector on wire	AS 6-18-35SB

F 02U V02 296-01 code orange

Connector on housing	AS 0-18-35PC
Connector on wire	AS 6-18-35SC

F 02U V02 297-01 code red

Connector on housing	AS 0-18-35PN
Connector on wire	AS 6-18-35SN

F 02U V02 298-01 code yellow

Connector on housing	AS 0-18-35PA
Connector on wire	AS 6-18-35SA

F 02U V02 299-01 code violet (universal)

Connector on housing	AS 0-18-35PU
Connector on wire	AS 6-18-35SU

Wire length L (all)	Ca. 50 cm
---------------------	-----------

Ordering Information

Breakout Box BOB 66-pole

Connector code: blue
Order number **F 02U V02 295-01**

Breakout Box BOB 66-pole

Connector code: orange
Order number **F 02U V02 296-01**

Breakout Box BOB 66-pole

Connector code: red
Order number **F 02U V02 297-01**

Breakout Box BOB 66-pole

Connector code: yellow
Order number **F 02U V02 298-01**

Breakout Box BOB 66-pole

Connector code: violet (universal use)
Order number **F 02U V02 299-01**

Breakout Box BOB MS 6



Features

- ▶ Compact, lightweight housing in low-profile design with high-density packaging
- ▶ Robust 4 mm standard jacks for measuring leads
- ▶ Signal integrity of high-speed data links ensured by product-specific version
- ▶ Standard configurations and fully customized versions available
- ▶ No more lost jumpers due to patented 90° rotatable connectors

The Breakout Box BOB enables the operator to perform measurements and modify connections during operation. The jumpers allow to individually open or close each single connection without removing the jumper. Jacks provide access to all signals for measurement purposes. The box is essential for development and test environments in the lab and vehicle. This version was especially developed for use with Engine Control Units MS 6.

Technical Specifications

Mechanical Data

Size	355 x 270 x 50 mm
Weight	4,100 g
4 mm standard jacks for measuring leads	176
Ethernet connectors	4
Ethernet wire	2 x inclusive
USB connectors	2
USB jumper	inclusive

Connectors and Wires

Wire length L	2 x 60 cm
---------------	-----------

Ordering Information

Breakout Box BOB MS 6
Order number **F 02U V02 294-01**

Breakout Box BOB MS 7



Features

- ▶ Compact, lightweight housing in low-profile design with high-density packaging
- ▶ Robust 4 mm standard jacks for measuring leads
- ▶ Signal integrity of high-speed data links ensured by product-specific version
- ▶ Standard configurations and fully customized versions available
- ▶ No more lost jumpers due to patented 90° rotatable connectors

The Breakout Box BOB enables the operator to perform measurements and modify connections during operation. The jumpers allow to individually open or close each single connection without removing the jumper. Jacks provide access to all signals for measurement purposes. The box is essential for development and test environments in the lab and vehicle. This version was especially developed for use with the life connector of Engine Control Units MS 7.

Ordering Information

Breakout Box BOB MS 7

Order number **F 02U V02 293-01**

Breakout Box BOB PBX 90



Features

- ▶ Compact, lightweight housing in low-profile design with high-density packaging
- ▶ Robust 4 mm standard jacks for measuring leads
- ▶ Signal integrity of high-speed data links ensured by product-specific version
- ▶ Standard configurations and fully customized versions available
- ▶ No more lost jumpers due to patented 90° rotatable connectors

The Breakout Box BOB enables the operator to perform measurements and modify connections during operation. The jumpers allow to individually open or close each single connection without removing the jumper. Jacks provide access to all signals for measurement purposes. The box is essential for development and test environments in the lab and vehicle. This version was especially developed for use with PowerBox PBX 90.

Technical Specifications

Mechanical Data	
Size	255 x 220 x 45 mm
Weight	2,400 g
4 mm standard jacks for measuring leads	68
Ethernet connectors	4
Ethernet wire	2 x inclusive
Connectors and Wires	
Wire length L	2 x 60 cm

Ordering Information

Breakout Box BOB PBX 90
Order number **F 02U V02 292-01**

Breakout Box BOB PBX 190



Features

- ▶ Compact, lightweight housing in low-profile design with high-density packaging
- ▶ Robust 4 mm standard jacks for measuring leads
- ▶ Signal integrity of high-speed data links ensured by product-specific version
- ▶ No more lost jumpers due to patented 90° rotatable connectors

The Breakout Box BOB enables the operator to perform measurements and modify connections during operation. The jumpers allow to individually open or close each single connection without removing the jumper. Jacks provide access to all signals for measurement purposes. The box is essential for development and test environments in the lab and vehicle. This version was especially developed for use with PowerBox PBX 190.

Technical Specifications

Mechanical Data

Size	355 x 265 x 50 mm
Weight	5,800 g
4 mm standard jacks for measuring leads	112
Ethernet connectors	8
Ethernet wire	4 x inclusive

Connectors and Wires

Wire length L	2 x 4 x 55 cm
---------------	---------------

Ordering Information

Breakout Box BOB PBX 190
Order number **F 02U V02 523-01**

MSA-Box II



Features

- Communication interface for PC-supported calibration on K-line, CAN or Ethernet interface

The MSA-Box II is the low cost unit for PC-supported calibration and configuration on Ethernet, K-Line or CAN interface of an ECU.

The MSA-Box II is coupled to the PC via the USB interface. This ensures a powerful and universal link to all common PCs. The coupling to the ECU is effected via Ethernet, K-Line or CAN-interface of the diagnosis interface.

Technical Specifications

Mechanical Data

Size	84 x 38 x 25 mm
Temperature range	0 to 70°C
Compact design	
Fully suitable for motor vehicle use	
All inputs and outputs to the PC with galvanic separation	

Electrical Data

Input voltage (vehicle side)	8 to 32 V
Power supply through the connection to the ECU from board mains with galvanic separation	
Power consumption (powered by USB)	Typ. 0.5 W
USB	USB 2.0, high speed (480 MBit/sec)
Ethernet	100 MBit/sec
K-Line	300 Bd up to 320 kBd
CAN	10 kBit/s up to 1 MBit/s
Operating Systems	Windows XP 32 Bit, Vista 32 Bit

Connectors and Wires

Connector AS 6-12-35PN	F 02U 000 441-01
Mating connector AS 0-12-35SN	F 02U 000 258-01
Pin 1	Terminal 30 (permanent pos)
Pin 2	Terminal 15 (switch pos)
Pin 3	GND
Pin 4	CAN_High
Pin 10	K-Line
Pin 8	RxD+
Pin 9	RxD-
Pin 11	TxD+
Pin 12	TxD-
Pin 16	CAN_Low
Pin 22	SCR
Diagnosis wire length	2 m
USB wire length	0.5 m

Ordering Information

MSA-Box II

Order number **F 02U V00 327-03**

Connector Opening Tool for AS series



Features

- Quick and easy opening of ECU connectors

The Connector Opening Tool helps you to open connectors of ECUs like MS 7.4.

Technical Specifications

Mechanical Data

Material	Stainless steel
----------	-----------------

Ordering Information

Opening tool for shellsize 16

Order number **F 02U V01 393-01**

Opening tool for shellsize 18

Order number **F 02U V01 394-01**

Connectors



Features

- ▶ Bosch Jetronic and Compact connectors inclusive contacts and sealings
- ▶ Autosport connectors from Deutsch, Tyco, etc.
- ▶ Connectors with 3 to 128 pins

Convenient to the Wiring Harnesses, we have a wide range of connectors on offer.

From single pin and Bosch series connectors above TE-connectors to Deutsch-motorsport connectors, you can choose from a big variation.

You can get from us different Deutsch-motorsport connectors of the series AS, ASL, ASU, ASX and ASDD. According to the series, these are 3 to 128-pin connectors.

At Bosch connectors you can choose from connectors of the Jetronic or Compact series. Furthermore you receive convenient contacts and sealings to our Bosch-connectors.

If you are interested, give us a call!

Customized Wiring Harnesses



Features

- ▶ One-stop-shop for consulting, manufacturing, development and service
- ▶ Manufacture of individual pieces and small batches
- ▶ Use of the highest quality materials
- ▶ Full test coverage based on the latest testing equipment for all products
- ▶ The complete package, from a single pin to a complete wiring harness

Our expertise

Bosch Motorsport specialists have decades of experience in design and manufacture of customized wiring solutions for race cars and prototypes.

Increasing complexity in race cars necessitates a high degree of understanding in the electrical architecture of the project. We provide to you the extensive system know-how and the expertise of our specialists.

As a system supplier, we are familiar with the full spectrum of electronic requirements of the components in a racecar – from high current and high voltage applications to high-speed data networks.

Our offer

Whether it is complete vehicle wiring, test equipment or a simple adapter – we design, plan, construct and test according to your individual requirements and requests.

If you want to build your wiring yourself, we also offer consulting and development support independently from our manufacturing services.

Give us a call!

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General Information

ESD, Handling and Transport

Please be mindful of the specifications concerning ESD. Never grab into the connectors. Please follow the regulations when transporting devices (e.g. ESD packaging materials).

Service

To ensure full functionality every time, Bosch Motorsport recommends annual functional testing of all equipment.

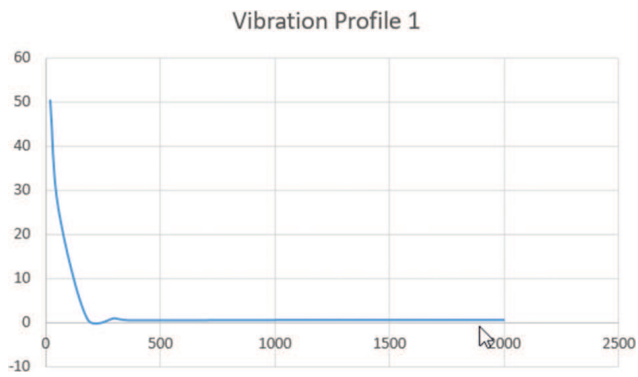
Battery

Some of the devices use Lithium-Ion batteries. Please use extra caution to be certain that the correct removal procedure is followed. Abide by the maintenance cycle schedule to ensure correct operation. Bosch Motorsport recommends maintenance once a year.

Installation

The correct installation extends reliability and durability. Please follow the specifications regarding temperature, humidity, vibration and liquid compatibility.

Vibration Profile 1



Broadband noise: 8h/direction

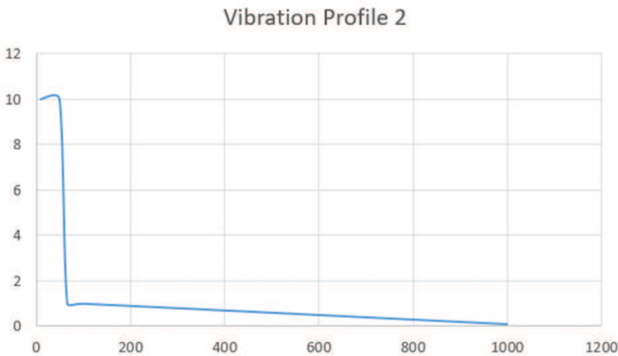
Frequency (Hz)	Acceleration density (m/s ²) ² /Hz
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20	50.4
55	26.0
180	1.0
300	1.0
360	0.56
1,000	0.6
2,000	0.6
Effective value a_{Eff}	55.4 m/s ²

Sine: 8h/direction

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

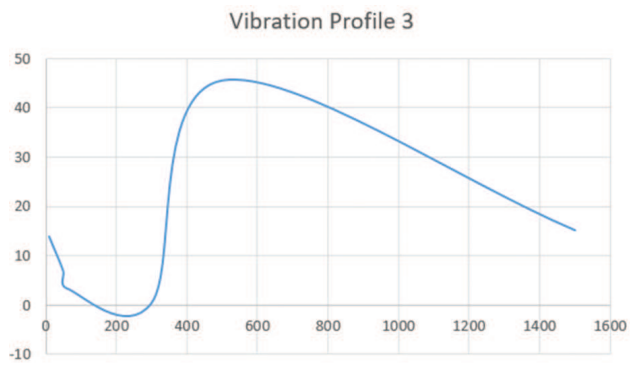
Vibration Profile 2



Broadband noise: 8h/direction

Frequency (Hz)	Acceleration density (m/s ²) ² /Hz
10	10
50	10
66.7	1
100	1
1,000	0.1
Effective value a _{Eff}	26.9 m/s ²

Vibration Profile 3



Broadband noise

Frequency (Hz)	Acceleration density (m/s ²) ² /Hz
10	14.0

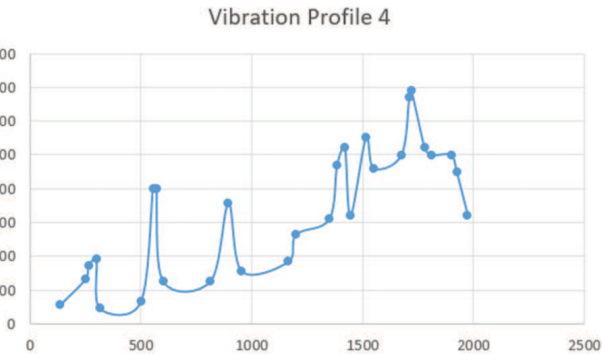
50	7.0
60	3.5
300	0.51
500	45.6
1,500	15.26
Effective value a_{Eff}	168 m/s ²

Sine

Alteration rate of frequency: 1 oct./min

Frequency (Hz)	Amplitude of acceleration (m/s ²)	Amplitude of oscillation lane (μm)
20	50	
85	50	
85		175
200		175
200	280	
220	280	
300	125	
440	125	

Vibration Profile 4



Sine

80h/direction

Frequency (Hz)	Acceleration peak (m/s²)
135	55
250	132
265	170
300	193
315	46

500	65
555	400
570	400
600	127
815	127
895	356
955	156
1165	184
1200	265
1350	310
1385	470
1420	520
1445	320
1515	550
1550	460
1675	500
1710	670
1720	690
1780	520
1810	500
1900	500
1925	448
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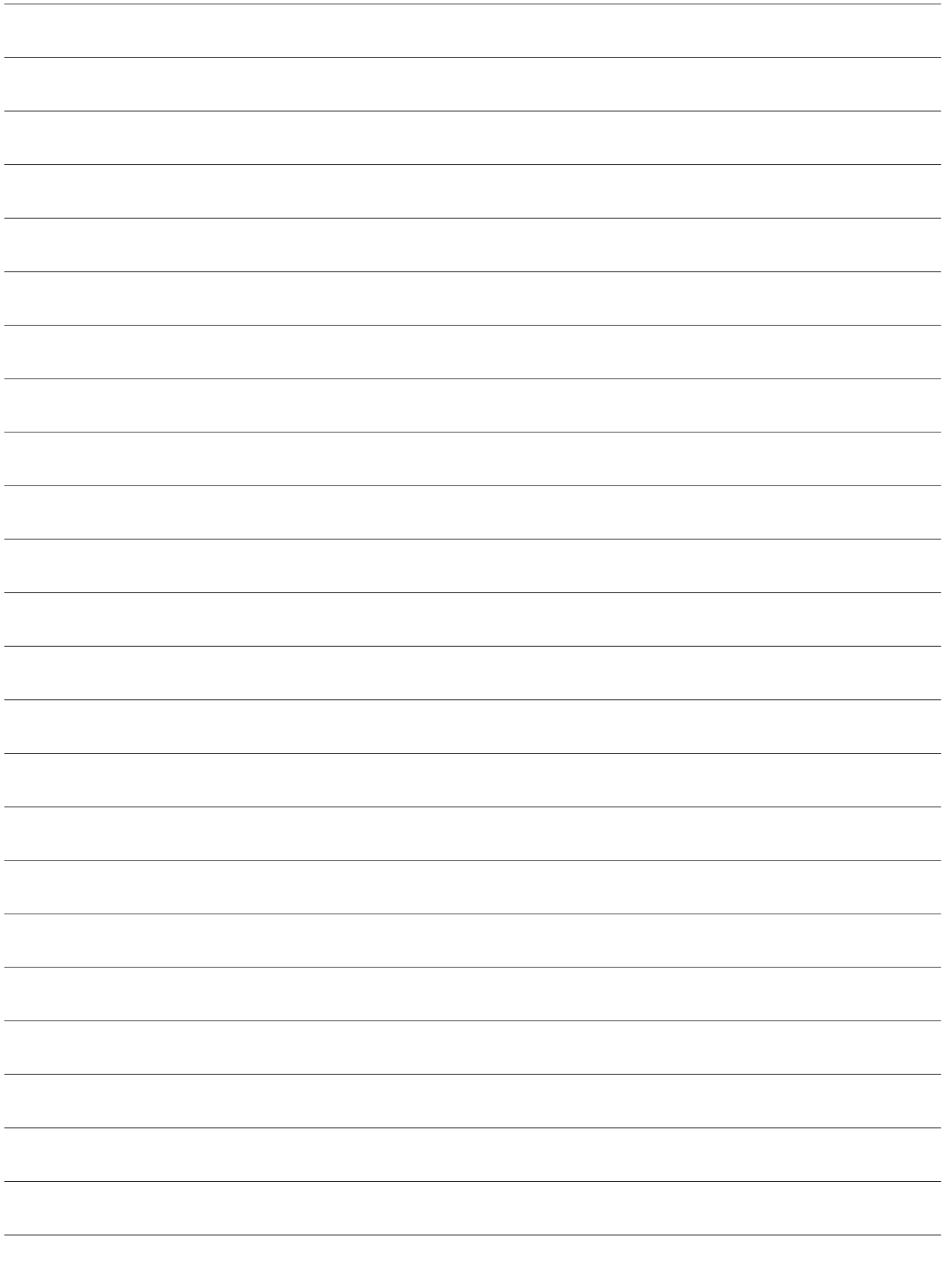
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Motorsport**

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