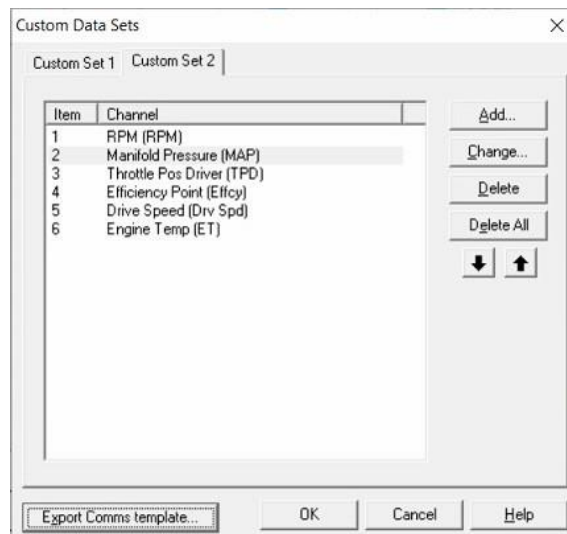


# CANTCU – Motec M800 integration

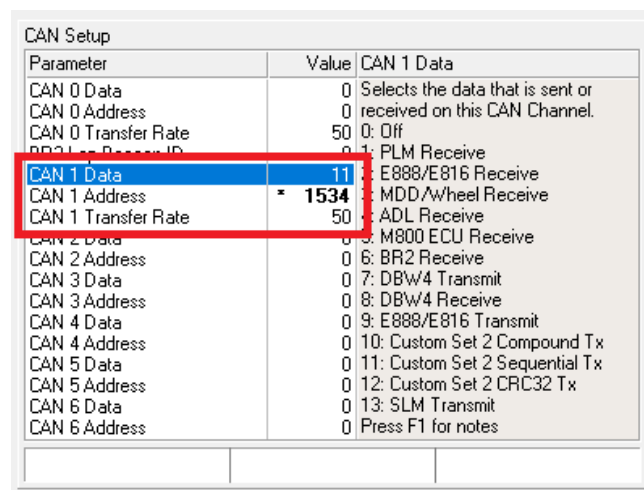
- **CAN Speed** statically defined at 1Mbps
- Engine Parameters relayed to CANTCU via CAN-bus
- Freely definable ID for the CAN-communication
- Cut/Blip requests to M800 through CANTCU Digital Outputs

## M800 Configuration

- The CAN-communication from M800 to CANTCU uses a **Custom Data Set** (number 2), with content defined exactly like the picture below.



- The **Custom Data Set 2** can be broadcasted on either CAN 0 or CAN 1 depending on other devices on the bus. The type of the data set needs to be **Sequential**. Pictured below is the **Custom Data Set 2** configured on CAN 1 as a Custom Data Set 2 Sequential Tx, on Address 1534 (0x5FEh) with a 50 Hz Transfer Rate.



## CANTCU Configuration

- Motec M800 Protocol needs to be selected in configuration. Digital Outputs can be freely assigned to trigger on cuts/blips (grounding type).

Configuration

General

Transmission Protocol: BMW 8HP F-Series 1st Gen ☐ Auto-Park

Car/ECU Protocol: Motec M800

AWD Protocol: Disabled

LIN/Serial Protocol: Disabled

Instrument Cluster: Disabled

Shifter: Fxx DCT (CAN3)

Default Drive Mode: Sport+ ☐ Use Shifter

Wheel Size (mm): 2040

Car Diff Ratio: 3.07

Speed Correction: 95.1 %

Simulate Speed: Disabled

Dyno Mode: Disabled

Inputs

Analog Input 1: Disabled

Analog Input 2: Disabled

Analog Input 3: Disabled

Analog Input 4: Disabled

Digital Input 1: Paddle Up Active Group

Digital Input 2: Paddle Down Active Group

Digital Input 3: Disabled

Digital Input 4: Disabled

Outputs

Digital Output 1: Cut Active

Digital Output 2: Blip Active

Digital Output 3: Disabled

Digital Output 4: Disabled

- **Car Protocol Recv ID** needs to have the same CAN ID as defined to be sent out from the M800.

CAN3 Settings

CAN3 Speed: 1 Mb/s

Car Protocol Recv ID (hex): 5FE

Default CAN Datastream: Disabled

## Available Realtime-values in CANTCU (sent from M800)

- Engine RPM
- TPS Value (Pedal %)
- Engine MAP
- Drive Speed (if available in M800)
- Coolant Temperature

### NOTE!

**All tuning should always be done by a professional in safe environment (track/dyno)**

Before activating the blip function, it's recommended to test downshifting and verify (realtime or logging) that the user table is behaving correctly during the blip. Starting values for tuning the blip should be low and gradually increased to avoid overrevving and undesired behavior/acceleration during the shift.