

Car/ECU
CAN-Bus



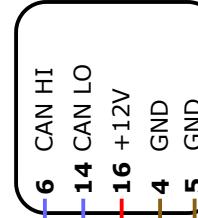
CAN-Bus termination

CAN1 & CAN2 are internally terminated (120 ohm).
CAN3 is **not** internally terminated.

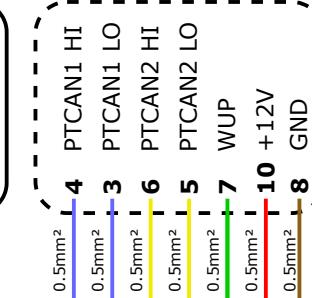
CAN-Bus wiring

should be done using **twisted-pair**-wires to minimize interference.

OBD
Connector



DCT Shifter
(Optional)



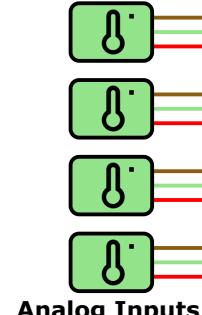
WUP Source

WUP is a +12V signal only when IGN ON.
Can be taken from car IGN, car WUP, or a CANTCU Relay output.

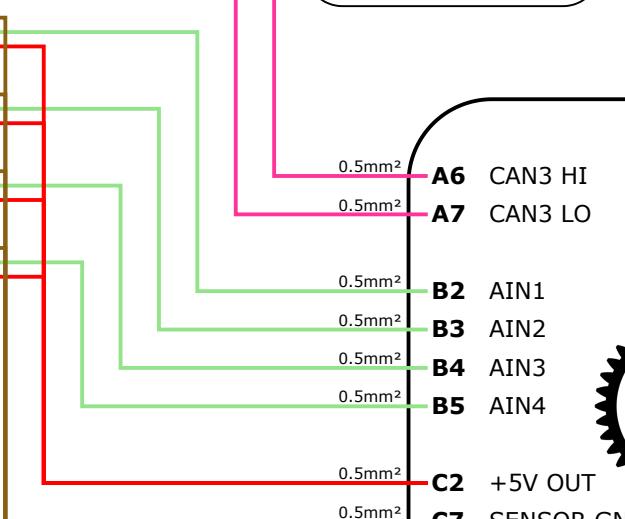
DCT Transmission

10	PTCAN1 HI
3	PTCAN1 LO
1	PTCAN2 HI
15	PTCAN2 LO
4	WUP
14	+12V
13	PLOCK
12	PLOCK

GND on transmission casing



Analog Inputs
0-5V
Supply from C2
Ground from C7



Digital Inputs
Can be grounded anywhere.

A6 CAN3 HI
A7 CAN3 LO
B2 AIN1
B3 AIN2
B4 AIN3
B5 AIN4
C2 +5V OUT
C7 SENSOR GND

C5 DIN1
C6 DIN2
B6 DIN3
B7 DIN4

Power Supply
Hot at "ACC On"
15A fuse for combined supply

Time Delay Relay
(Standalone)

Keeps power 30-60s after ACC off

Ground
Anywhere on chassis.

Digital Outputs
For relays etc.
Maximum output 12V/0.5A