

Car/ECU
CAN-Bus



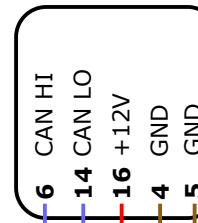
CAN-Bus termination

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

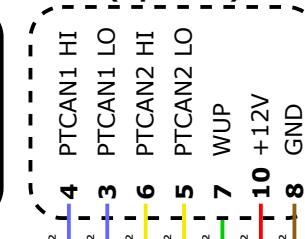
CAN-Bus wiring

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

OBD
Connector



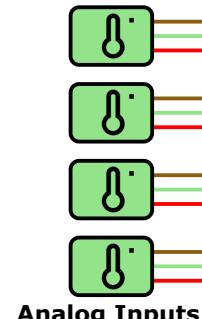
DCT Shifter
(Optional)



DCT Transmission

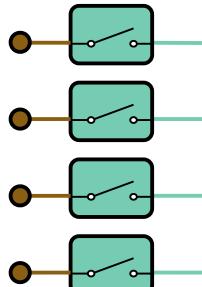
10	PTCAN1 HI
3	PTCAN1 LO
8	PTCAN2 HI
6	PTCAN2 LO
4	WUP
14	+12V
13	PLOCK
12	PLOCK

GND on transmission casing



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

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

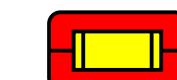


Digital Inputs
Can be grounded anywhere.



CAN1 HI	A2
CAN1 LO	A3
CAN2 HI	A4
CAN2 LO	A5
WUP	C4
VIN	A1
GND	A8

DOUT1	B1
DOUT2	C1
DOUT3	B8
DOUT4	C8

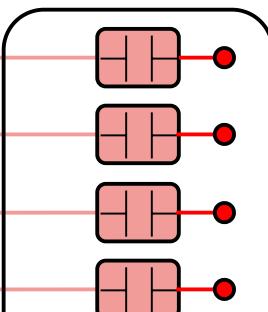


Power Supply
Hot at "ACC On"
15A fuse for combined supply

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