

# STONERIDGE DIGITAL KIT 7800-183



VEHICLE MANUFACTURER	FORD
MODEL	TOURNEO CONNECT
YEAR OF MANUFACTURE	2006 ON
ENGINE TYPE	ALL
TRANSMISSION	MANUAL
VOLTAGE	12V



PARTS LIST	QUANTITY
M1N1 KIT	1
CANBUS INTERFACE	1
MOUNTING TRAY	1
APPLICATION SHEET	1

## FITTING INFORMATION

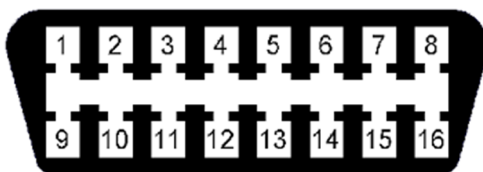


IMAGE LEFT SHOWS SE5000 TACHOGRAPH INSTALLED.

SUITABLE POWER AND GROUND CONNECTIONS CAN BE FOUND AT THE VEHICLE BATTERY OR AT THE REAR OF THE OBD CONNECTOR, THE IGNITION FEED CAN BE TAKEN FROM SWITCHED FUSE IN THE FUSE-BOX. ENSURE THE CONNECTION TO THE SE5000 A1 +VE THROUGH 1 AMP FUSE.

SECOND SOURCE IMS USES GPS TACHO MOTION SUPPLIED IN THIS KIT, SETTING INSTRUCTIONS ARE ON PAGE 3 OF THIS SHEET.

CANBUS INTERFACE IS REQUIRED TO BE CONNECTED TO THE WIRING AT THE REAR OF THE OBD CONNECTOR TO OBTAIN THE SPEED PULSE, SOLDERED CONNECTIONS ARE PREFERABLE.



PIN 3 CAN HIGH

PIN16 BATTERY POSITIVE

PIN 11 CAN LOW

PIN 4 GROUND NEGATIVE

IMAGE LEFT SHOWS FRONT VIEW OF OBD CONNECTOR

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Whilst we have endeavoured to ensure the accuracy of the information supplied, Stoneridge Electronics cannot be held responsible for any errors or omissions. It is the installer's responsibility to ensure compliance with specific vehicle manufacturers repair procedures, especially with regard to the procedure for disconnection/reconnection of the battery. Failure to comply with the vehicle manufacturers instructions may result in personal injury and/or component damage/data loss.

# DIGITAL APPLICATION SHEET



1. Fit the M1N1 Adaptor inside the small panel at the passenger side outer dash panel, twist the adaptor to ensure it drops inside the frame.



2. Drop the glovebox lid to give access to the rear of the M1N1 to secure the adaptor to the metal dash panel.



3. Route all cables and wiring to tachograph location point with the exception of the Yellow wire from the M1N1 Adaptor, this is taken to the OBD connector location to pick up the vehicle speed pulse through the CAN interface. Secure the CAN interface to the wiring behind the OBD connector.



4. Locate the tachograph in the mounting pod ensuring it can be removed from its enclosure with all cable connections attached. As per DVSA regulations T-Light (not supplied) must be fitted if the VU location is in a designated Amber area.

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1. The 2nd Source of motion is obtained by using the GPS Module and cable harness, as shown above.



2. The cable harness is connected directly in line with the tachograph power cable when connecting to the tachograph as shown.



3. The GPS Module should be placed in a suitable position within the cab, preferably in an area next to the windscreen.

C3-Factor	Minimum L	Maximum L
13	1563	1688
14	1688	1813
15	1813	1938
16	1938	2063
17	2063	2188
18	2188	2313
19	2313	2438
20	2438	2563
21	2563	2688
22	2688	2813
23	2813	2938
24	2938	3063
25	3063	3188
26	3188	3313
27	3313	3438
28	3438	3563

4. Set the IMS input to C3 enable in MKIII Programmer, Sensor Settings and set the Speed Factor to correct C3 Factor value using the L factor table above.

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