

STONERIDGE DIGITAL KIT 7800-149



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|----------------------|-----------|
| VEHICLE MANUFACTURER | LDV |
| MODEL | MAXUS V80 |
| YEAR OF MANUFACTURE | 2016 ON |
| ENGINE TYPE | ALL |
| TRANSMISSION | ALL |
| VOLTAGE | 12V |



| PARTS LIST | | QUANTITY |
|-------------------|----------------|----------|
| M1N1 KIT | | 1 |
| CANBUS INTERFACE | SALE OR RETURN | 1 |
| MOUNTING TRAY | | 1 |
| T-LIGHT | | 1 |
| APPLICATION SHEET | | 1 |

FITTING INFORMATION



THE M1N1 ADAPTOR CAN BE MOUNTED AND SECURED TO THE METAL BULKHEAD PANEL UNDER THE BONNET, PICTURED LEFT. ROUTE CABLES THROUGH A SUITABLE BULKHEAD GROMMET TO VU LOCATION POINT. (EXCEPT FOR YELLOW WIRE FROM M1N1 ADAPTOR)



ROUTE THE YELLOW WIRE FROM THE M1N1 TO THE NEAR SIDE OF THE ENGINE BAY, OPEN THE HARNESS CONDUIT AND CONNECT TO THE LIGHT BLUE WIRE AT PIN 10 FROM THE ABS ECU, ENSURE THAT THE CONNECTION IS MADE TO THE CORRECT LIGHT BLUE WIRE AS THERE ARE TWO LIGHT BLUE WIRES IN THE HARNESS. PICTURED BELOW CARRY OUT A CONTINUITY CHECK BETWEEN PIN 10 ON THE ABS ECU CONNECTOR TO ESTABLISH THE CORRECT WIRE, SOLDER INSULATE AND SEAL THIS CONNECTION.

INSTALL THE TACHOGRAPH IN A SUITABLE LOCATION, SEE DVSA GUIDE ON PAGE 4. T-LIGHT MUST BE FITTED AS PER DVSA REQUIREMENTS IF VU INSTALLATION IS IN A DVSA DESIGNATED AMBER LOCATION. (USE INDICATED SWITCH BLANK SHOWN LEFT)



UNCLIP THE FRONT PANEL TO GAIN ACCESS TO REMOVE RADIO, INDICATED LEFT. SUITABLE POWER, IGNITION AND GROUND CONNECTIONS CAN BE LOCATED AT THE RADIO POWER CONNECTOR, ENSURE THAT THE POSITIVE FEED TO PIN A1 ON THE SE5000 IS TERMINATED THROUGH 1 AMP FUSE.

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

Workshop Technical Support

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Sales Office

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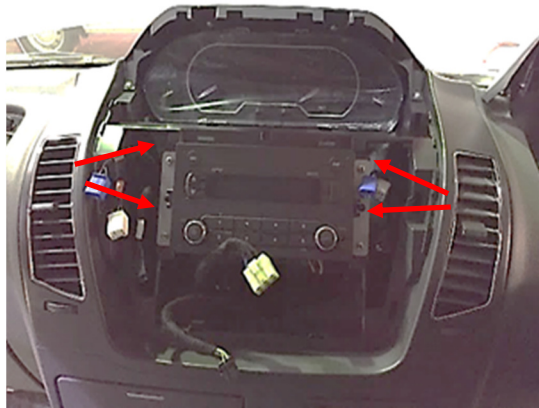
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Whilst we have endeavoured to ensure the accuracy of the information supplied, Stoneridge Electronics cannot be held responsible for any errors or omissions. It is the installer's responsibility to ensure compliance with specific vehicle manufacturers 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.

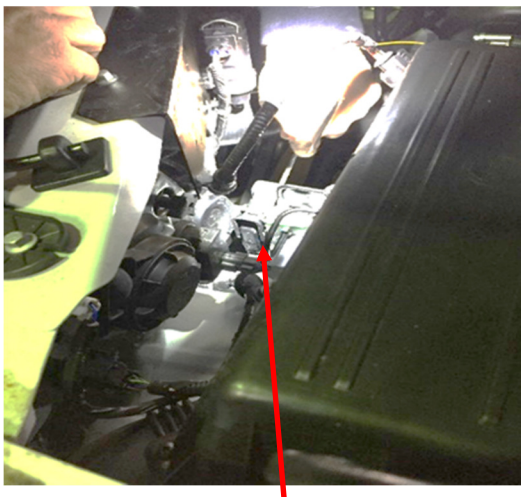
DIGITAL APPLICATION SHEET



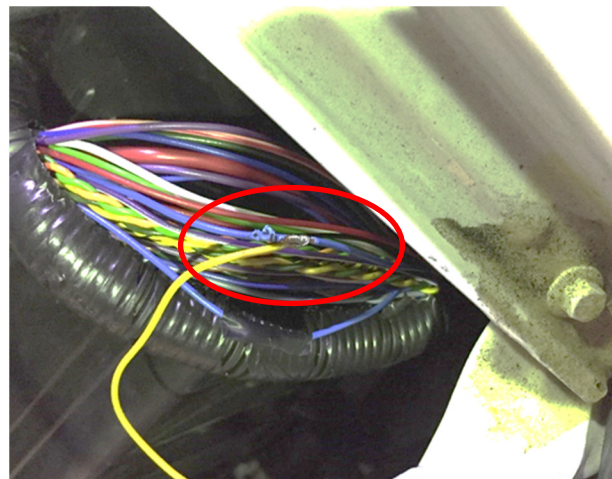
1. Remove the front cover panel to gain access to the four screws to remove the radio, as shown above.



2. Suitable power, ignition and ground connections can be taken from the radio connector as shown above.



3. Carry out a continuity check between Pin 10 at the ABS ECU connector pictured above and check the two Light Blue wires in the harness pictured left, to ensure for the correct connection to the vehicle speed pulse .



4. Solder and insulate this cable connection after first confirming and checking that speed is displayed on the SE5000 when vehicle is driven. Seal this connection and re-instate the conduit harness insulation. Secure all tachograph and M1N1 wiring and harnesses by routing along side existing cables.

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DIGITAL APPLICATION SHEET



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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DIGITAL APPLICATION SHEET



Stoneridge T-light kit 7800-217.



The red lead is connected to the D3 pin of the VU which is a +Ve supply and the black lead is connected to the D4 pin of the VU which is a general warning output. Both are connected via a brown mini-timer plug. (not supplied)

For the T-light to operate correctly, the VU pin D4 Pin function must be set to 'DTC Active'-Enable. This can be done using either the Stoneridge Optimo tool or the MKII programmer.

With the D4 set correctly the T-light will switch on when the VU detects DTC's

Once the T-light warning has been acknowledged by pressing the OK button, the T-light will remain ON for around 1 minute before switching OFF.

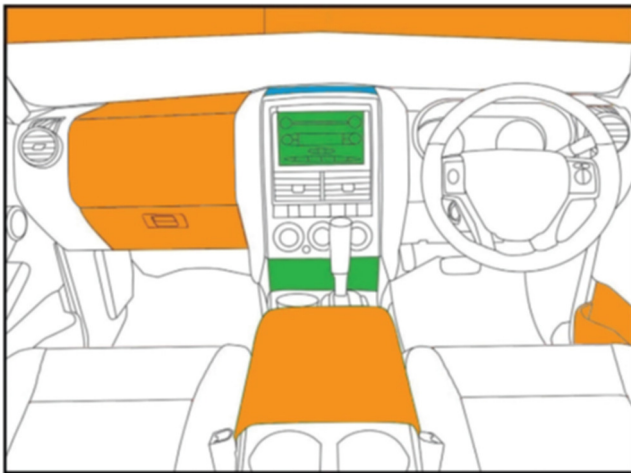
VU FITMENT LOCATION

Important:

The recording equipment must be positioned in the vehicle so that it does not:

- obscure the driver's view of the road
- impede the movement of anyone in the vehicle
- interfere or obstruct safety systems within the vehicle (i.e. airbag operation)
- increase the likelihood of injury to anyone in the vehicle

Fitment under the driver's or passenger's seat is never acceptable



DVSA considers that the **amber** area is acceptable if the visual T-light is situated in the driver's field of vision both by day and by night.

DVSA considers that fitting a VU in any of the **green** areas is acceptable.

The **blue** area is acceptable if the location does not obscure the driver's view of the road.

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