STONERIDGE DIGITAL KIT 7800-123

VEHICLE MANUFACTURER	NISSAN
MODEL	NAVARA
YEAR OF MANUFACTURE	2006 ON
ENGINE TYPE	ALL
TRANSMISSION	ALL
VOLTAGE	12V

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

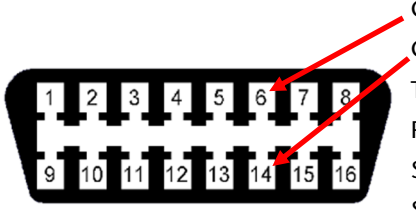
FITTING INFORMATION

SUITABLE POWER, IGNITION AND GROUND CONNECTIONS CAN BE LOCATED AT THE FUSEBOX OR AT THE REAR OF THE RADIO, 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 2 OF THIS SHEET.

INSTALL THE TACHOGRAPH IN A SUITABLE LOCATION, SEE DVSA GUIDE ON PAGE 3. T-LIGHT (NOT SUPPLIED) MUST BE FITTED AS PER DVSA REQUIREMENTS IF THE VU IS INSTALLED IN A DVSA DESIGNATED AMBER LOCATION.

SUPPLY PERMANENT 12V + TO THE RED WIRE AND A GROUND - VE TO THE BLACK WIRE FROM THE M1N1 ADAPTOR
SECURE AND SEAL THE M1N1 ADAPTOR TO A NON REMOVABLE PART OF THE VEHICLE.



FRONT VIEW OBD CONNECTOR

LOCATE THE OBD PLUG CONNECTOR BELOW THE DRIVERS SIDE LOWER PANEL
CONNECT CAN INTERFACE YELLOW TO WIRE AT REAR OF PIN 6 ON OBD CONNECTOR
CONNECT CAN INTERFACE BLUE TO WIRE AT REAR OF PIN 14 ON OBD CONNECTOR
THE ORANGE WIRE FROM THE CANBUS INTERFACE CONNECTS TO THE YELLOW WIRE FROM THE M1N1 ADAPTOR. SEAL THIS CONNECTION IN A SEALING BOX.
SUPPLY PERMANENT 12V + TO THE RED WIRE, GROUND - VE TO THE BLACK WIRE.
SOLDER ALL JOINTS AND INSULATE ALL CONNECTIONS.
SECURE THE CAN INTERFACE BEHIND THE DRIVER SIDE LOWER PANEL.

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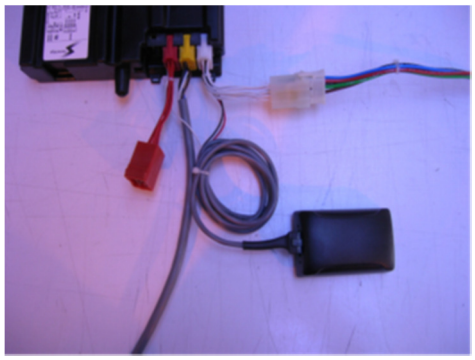
Whilst we have endeavoured to ensure the accuracy of the information supplied, Stoneridge Electronics cannot be held responsible for any errors or omissions. It is the installer's responsibility to ensure compliance with specific vehicle manufacturers repair procedures, especially with regard to the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

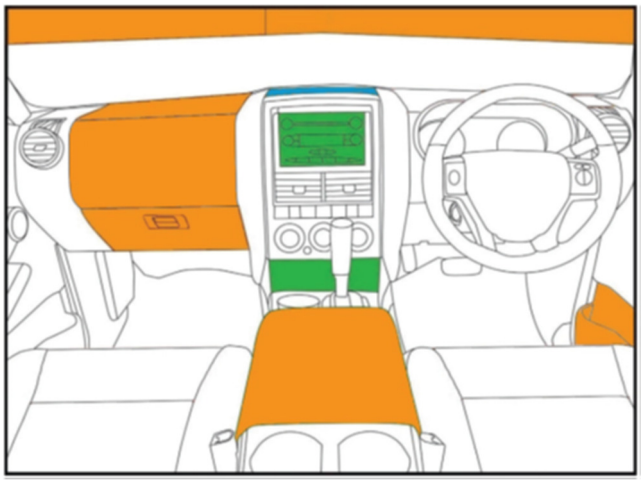
VU FITMENT LOCATION

Important:

The recording equipment must be positioned in the vehicle so that is 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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