

STONERIDGE DIGITAL KIT 7800-188



VEHICLE MANUFACTURER	NISSAN
MODEL	PRIMESTER
YEAR OF MANUFACTURE	2008 ON
ENGINE TYPE	ALL
TRANSMISSION	MANUAL
VOLTAGE	12V



THE CANBUS INTERFACE LISTED BELOW IS ADDITIONAL TO THE KIT AND IS SUPPLIED ON A SALE OR RETURN BASIS.

PARTS LIST		QUANTITY
M1N1 KIT		1
CANBUS INTERFACE	SALE OR RETURN	1
APPLICATION SHEET		1

FITTING INFORMATION



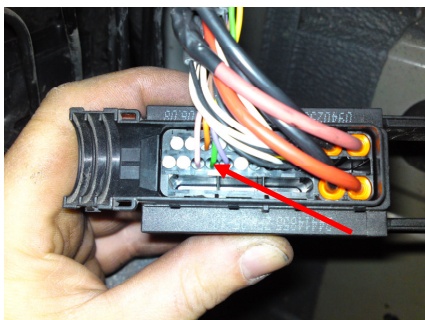
INSTALL THE TACHOGRAPH IN THE SLOT BELOW THE RADIO, PICTURED LEFT. T-LIGHT (NOT INCLUDED) MUST BE FITTED AS PER DVSA REQUIREMENTS ON PAGE 3 OF THIS SHEET IF THE TACHOGRAPH IS INSTALLED IN A DVSA AMBER LOCATION.

SUITABLE POWER AND GROUND CONNECTIONS CAN BE LOCATED AT THE FUSEBOX OR AT THE REAR OF THE RADIO, ENSURE THAT THE POSITIVE FEED TO A1 ON THE SE5000 IS TERMINATED THROUGH 1 AMP FUSE.

SECOND SOURCE IMS USES GPS TACHO MOTION SUPPLIED IN KIT, SETTING INSTRUCTIONS ON PAGE 2 OF THIS SHEET.

MOUNT THE M1N1 ADAPTOR IN A SUITABLE LOCATION TO THE FRAME OF VEHICLE, ENSURE IT IS FIXED AND SEALED TO A NON REMOVABLE PART OF THE VEHICLE. ROUTE ALL WIRES AND CABLES TO TACHOGRAPH LOCATION POINT, EXCEPT FOR THE YELLOW WIRE FROM THE M1N1.

CONNECT THE YELLOW WIRE FROM M1N1 TO THE GREEN WIRE AT PIN 16 OF THE ABS CONNECTOR PICTURED LEFT. ENSURE THE CONNECTION IS WATER-PROOFED AND SEALED.



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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.

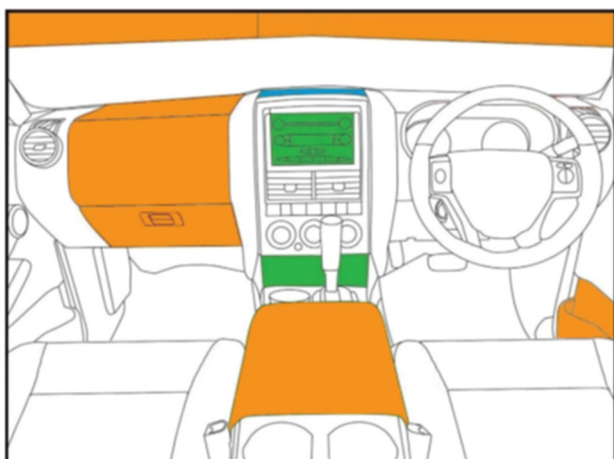


The red lead is connected to the D3 pin of the VU which is a +Ve supply and the black lead is connected to the D4 pin of the VU which is a general warning output. Both are connected via a brown mini-timer plug. (not supplied)

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.



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.

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

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