

AiM Infotech

Bosch MS5 J1939

Release 1.01



ECU

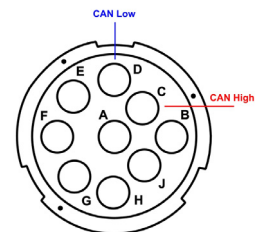


1 Introduction

This tutorial explains how to connect Bosch EDC MS5 SAE J1939 standard ECU to AiM devices. This ECU uses SAE J1939 protocol, a standard protocol normally used as diagnosis on industrial vehicles as well as on some commercial and recreational vessels. For this reason, this same driver is also recommended for universal applications related to trucks and boats engines.

2 CAN connection

The ECU is equipped with a CAN communication protocol on the J1939 diagnosis connector shown here below on the left; on the right is connector pinout and below the connection table.



Connector pin	Pin function	AiM cable
D	CAN High	CAN+
C	CAN Low	CAN-

3 AiM device configuration

Before connecting the ECU to AiM device set this up using AiM Race Studio software. The parameters to select in the device configuration are:

- ECU manufacturer "Bosch"
- ECU Model "MS5_SAE_J1939"

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Available channels

Channels received by AiM devices connected to Bosch MS5_SAE_J1939 protocol are.

ID	CHANNEL NAME	FUNCTION
ECU_1	ECU_RPM	RPM
ECU_2	ECU_VEH_SPEED	Vehicle speed
ECU_3	ECU_PPS1	Pedal position sensor 1
ECU_4	ECU_ENG_TORQUE	Engine Torque
ECU_5	ECU_ECT	Engine Cooling Temperature
ECU_6	ECU_FUEL_TEMP	Fuel temperature
ECU_7	ECU_BARO_PRESS	Barometric pressure
ECU_8	ECU_IAT	Intake air temperature
ECU_9	ECU_BOOS_PRESS	Boost pressure
ECU_10	ECU_OIL_PRESS	Oil pressure
ECU_11	ECU_OIL_TEMP	Oil temperature
ECU_12	ECU_FUEL_INST	Fuel consumption: litres per hour
ECU_13	ECU_EXH_GAS_T	Exhaust gas temperature
ECU_14	ECU_BRK1_PRESS	Brake 1 pressure
ECU_15	ECU_BRK2_PRESS	Brake 2 pressure
ECU_16	ECU_BRK_POS	Brake position
ECU_17	ECU_FUEL_DY_PR	Fuel dynamic pressure
ECU_18	ECU_BATT_POT_V	Battery supply
ECU_19	ECU_INJT_R1_P1	Engine injection time rail pressure1
ECU_20	ECU_INJM_R1_P1	Engine injection met rail pressure1