Signal description with DSTC

All values given are between the relevant terminal in column 1 and terminal #A16 or #A47 (ground), unless otherwise indicated in brackets.

Note! It is important that the breakout box is connected and that the ground terminals have been checked before readings are taken.

U=	DC voltage in volts (V)	$U_{AC} =$	AC voltage in volts (V)
$U_{bat} =$	Battery voltage (V)	f =	Frequency in Hertz (Hz)
$U_{low} =$	Voltage approximately 0 V	t =	Time in seconds (s)
PWM =	Pulse width modulated signal as a %		

Breakout box terminal	Terminal ECU	Signal type	Ignition on	Other
#A1	#1	Pump motor, 30–supply (power supply from the battery)	U = Ubat	With a 30 A fuse.
#A2	#2	Diagnostic lead C-link	–	–
#A3	#3	Pedal position sensor, signal	0–12 V	Analog signal which indicates the position of the brake pedal. 0 mm: ≈0V 38 mm: ≈ 95% of Ubat
#A4	#4	15-supply (power supply from the ignition switch)	U = Ubat	Fused with 5 A
#A5	#5	Ground terminal, body sensor cluster stability sensor (BSC)	U = Ulow	–
#A6	#6	–	–	–
#A7	#7	Power supply, body sensor cluster stability sensor (BSC)	U = Ubat	–
#A8	#8	–	–	–
#A9	#9	–	–	–
#A10	#10	–	–	–
#A11	#11	Control modules communication cable (CAN H)	U=2–3 V	–

#A12	#12	–	–	–
#A13	#13	–	–	–
#A14	#14	–	–	–
#A15	#15	Control modules communication cable (CAN L)	U=2–3 V	–
#A16	#16	Power and signal ground	U = Ulow	Ground terminal for the input and outlet valves and the signal to the brake control module (BCM).
#A17	#17	–	–	–
#A18	#18	–	–	–
#A19	#19	–	–	–
#A20	#20	–	–	–
#A21	#21	Pedal position sensor, signal ground	U = Ulow	–
#A22	#22	Pedal position sensor, Power supply	U = Ubat	The pedal position sensor is powered with 5 V from the brake control module (BCM)
#A23	#23	–	–	–
#A24	#24	–	–	–
#A25	#25	Communication cable for the body sensor cluster stability sensor (BSC) (CAN-L)	U=2-3 V	–
#A26	#26	–	–	–
#A27	#27	–	–	–
#A28	#28	–		
#A29	#29	Communication cable for the body sensor cluster stability sensor (BSC) (CAN-H)	U=2-3 V	–
#A30	#30	–	–	–
#A31	#31	–	–	–
#A32	#32	30–supply to the valves (power supply from the battery)	U = Ubat	With a 20 A fuse.
#A33	#33	Front right wheel sensor. signal	Tooth against sensor: I≈14 mA U≈9 V Cover against sensor:	The sensor generates a pulsed signal (quadratic wave) with a fixed pulse ratio when the pulse

			I≈7 mA U ≈ 1V below Ubat	wheel rotates. The frequency increases with speed.
#A34	#34	Front right wheel sensor, power supply	U = Ubat	The wheel sensor is powered with 12 V from the brake control module (BCM).
#A35	#35	–	–	–
#A36	#36	Rear left wheel sensor, power supply	U = Ubat	The wheel sensor is powered with 12 V from the brake control module (BCM).
#A37	#37	Rear left wheel sensor, signal	Tooth against sensor: I≈14 mA U≈9 V Cover against sensor: I≈7 mA U≈10 V	The sensor generates a pulsed signal (quadratic wave) with a fixed pulse ratio when the pulse wheel rotates. The frequency increases with speed.
#A38	#38	–	–	–
#A39	#39	–	–	–
#A40	#40	–	–	–
#A41	#41	–	–	–
#A42	#42	Rear right wheel sensor, signal	Tooth against sensor: I≈14 mA U≈9 V Cover against sensor: I≈7 mA U≈10 V	The sensor generates a pulsed signal (quadratic wave) with a fixed pulse ratio when the pulse wheel rotates. The frequency increases with speed.
#A43	#43	Right rear wheel sensor, power supply.	U = Ubat	The wheel sensor is powered with 12 V from the brake control module (BCM).
#A44	#44	–	–	–
#A45	#45	Front left wheel sensor, power supply	U = Ubat	The wheel sensor is powered with 12 V from the brake control module (BCM).
#A46	#46	Front left wheel sensor, signal	Tooth against sensor: I≈14 mA U≈9 V Cover against sensor: I≈7 mA	The sensor generates a pulsed signal (quadratic wave) with a fixed pulse ratio when the pulse wheel rotates. The

			U≈10 V	frequency increases with speed.
#A47	#47	Power and signal ground	U = Ulow	Ground terminal for the pump motor.