

# CAN-bus interface

transforms digital CAN-bus-data into analog signals  
and enables installation of electronic accessories

**easy to install:** 1 pair of CAN-bus-wires and battery

**lowest consumption:** in "sleep mode" < 1 mA

**safe:** high-quality components, by preference evaluation  
of the data of the 'high-speed' (engine) CAN-bus

**smart solution:** identifies automatically the car model

**universal:** suitable for almost all CAN-bus car models

for example of the car producers:-

Alfa, Audi, Bentley, BMW, Cadillac, Chevrolet, Chrysler, Citroen,  
Daimler Dodge, Fiat, Ford, Honda, Hyundai, Infinity, Iveco, Jaguar,  
Jeep, Kia, Lancia, Landrover, Lexus, Mazda, Mercedes, Mini,  
Mitsubishi, Nissan, Opel, Peugeot, Porsche, Renault, Saab, Seat,  
Skoda, Smart, Ssangyong, Subaru, Suzuki, Toyota, VW, Volvo,...

standard-interface **4-D**

**e4** 020926

**speed pulses** (proportional to car's speed)

**ignition** (+15 switched on)

**light signal** (headlights switched on)

**reversing-signal** (reverse gear engaged)

One interface for ca. 200 car models (see list B2S-4D)

standard-interface **4-FM**

**e4** 020926

**speed pulses** (proportional to car's speed)

**rpm-pulses** (engine revolutions per minute)

**ignition** (+15 switched on)

**engine run** (engine is running)

One interface for ca. 200 car models (see list B2S-4FM)

standard-interface **8H-UDS**

**e4** 031659

**speed pulses**

**rpm-pulses**

**right indicator light**

**left indicator light**

**parking light**

**low beams**

**high beams**

**brake (light)**

One interface for ca. 80 car models (see list B2S-8-UDS)

**Further interface-models, customized solutions too, even with less outputs or RS232-putput or..., on request.**