

CAN BUS SYSTEMS EXPLAINED

Some modern vehicles are equipped with Controller Area Network vehicle bus (CAN bus), which is a series of specialised interconnected components that enable the communication of various microprocessors, vehicle sensors and the subsystems of the vehicles Engine Control Unit (ECU) without the need for a host computer. The benefit of such a system removes the requirement of a multi-cable loom, as the CAN bus system works through a single or dual wire connection that uses predefined time/event windows to communicate within the CAN bus network. Modern vehicles fitted with 70 ECUs can communicate up to 2500 signals in a CAN bus system.

A drawback of the CAN bus design is the lack of flexibility that can arise when fitting aftermarket components. When fitting aftermarket LED's which were originally incandescent or halogen globes, users may find the need for specially designed electronic cancellers that when fitted allow the aftermarket product to synchronise with the system during operation.

Due to the reduced load of LED's, the ECU that monitors this load may display a fault on the dash of the vehicle. This is the result of the load not matching the set load of the vehicles ECU, for example the pre-set load of a 55/60 watt halogen H4 globe will not match the load of a 25/25 watt LED. To correct the fault, a plug-N-play fault cancelling resistor will apply the load of a 55 watt halogen globe required by the ECU.

Some examples of faults that can occur include (but not limited to):

- One of two lights operating
- Fault code displayed on dash (may require resetting)
- Flicking lights

Required:

Electronic CAN bus Cancellers

Part No	Voltage	Base	Pack Qty
LV9320	12V	H4	2
LV9321	12V	H7	2
LV9324	12V	H8, H9,H11	2



Resistor CAN bus Cancellers:

Part No	Voltage	Base	Pack Qty
LV9322	12V	H4	2
LV9323	12V	H7	2
LV9325	12V	H8, H9,H11	2



Note: Electronic and resistor CAN bus cancellers generate heat and should be mounted on non-painted metal surfaces to help with heat dissipation.