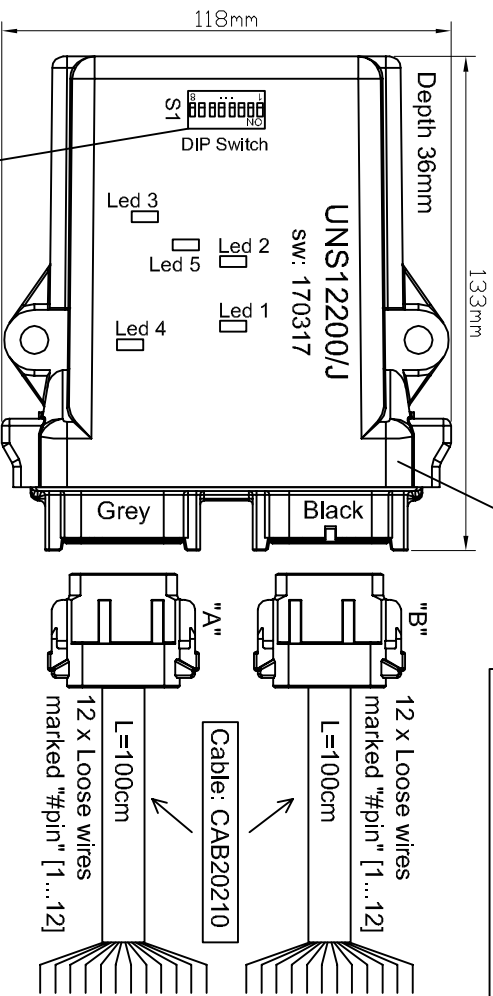


Deutsch Connectors:  
 "A" DTM06-12SA (CON70389) + WM-12S (CON70391) + 12x0462-201-20141 (CON70216/5) + DTM12S-BT (CON70914)  
 "B" DTM06-12SB (CON70390) + WM-12S (CON70391) + 12x0462-201-20141 (CON70216/5) + DTM12S-BT-BK (CON70913)

Deutsch Accessories:  
 Pin Extractor: SRK-RT-01  
 Crimping Tool: HDT-48-00

Case: CON70911



**INTERNAL DIAGNOSTIC LED:**  
 Led 1 (green): SVP - ON => OK  
 Led 2 (green): 3V3P - ON => OK  
 Led 3 (green): CPU - If Main Running => blinking with T\_Oup1s + T\_Off=1s. Otherwise failure => ON (and also during the PowerOn) or OFF.  
 Led 4 (green): FAULT - ON => Cumulative Fault reception.  
 Led 5 (green): CanBus Status - ON: message transmission or reception.

Dip	Function
1	Always OFF - ON = Engine Speed calibration Input: Gain Increase
2	Always OFF - ON = Engine Speed calibration Input: Gain Decrease
3	Always OFF - Not Used
4	Always OFF - Not Used
5	Always OFF - Not Used
6	Always OFF - Not Used
7	Always OFF - Not Used
8	Always OFF - Not Used

*Personalizzazione S1 di default:*  
 Dip 1 = OFF  
 Dip 2 = OFF  
 Dip 3 = OFF  
 Dip 4 = OFF  
 Dip 5 = OFF  
 Dip 6 = OFF  
 Dip 7 = OFF  
 Dip 8 = OFF

External connections	
<p><b>Connector "A" (DTM06-12SA - Grey)</b></p> <ol style="list-style-type: none"> <li>Power supply (12..24Vdc)</li> <li>GND</li> <li>Engine Low Oil Press (***)</li> <li>E:High Cool Temp (switch active when closed to gnd)</li> <li>Battery Voltage (0..32.6V)</li> <li>Not Connected (NC)</li> <li>Not Connected (NC)</li> <li>Can_H J1939 (CANH)</li> <li>Can_L J1939 (CANL)</li> <li>Can_GND (power supply V-)</li> <li>Not Connected (NC)</li> <li>Not Connected (NC)</li> <li>Not Connected (NC)</li> </ol> <p>(***) switch active when closed to gnd and alarm enabled when engine is running (rpm&gt;300rpm and t&gt;10s)</p>	<p><b>Connector "B" (DTM06-12SB - Black)</b></p> <ol style="list-style-type: none"> <li>Not Connected (NC)</li> <li>GND</li> <li>Engine Speed: W 6 Pulse. 10kHz max, 8000rpm max (*)</li> <li>Not Connected (NC)</li> <li>D+ (0..32.6V) (**)</li> <li>Not Connected (NC)</li> <li>Engine Coolant Temp Input (287..220 = 40..120°C)</li> <li>Engine Oil Press Input (10..180Ω = 0..10bar)</li> <li>Fuel Level % Input (10..180Ω = 0..100%)</li> <li>GearBox Oil Press [10..180..200]Ω = [0..25..30]bar</li> <li>Not Connected (NC)</li> <li>Not Connected (NC)</li> <li>Not Connected (NC)</li> </ol> <p>(*) with Gain Adj  (**) alarm enabled when engine is running (rpm&gt;300rpm and t&gt;10s)</p>

Gateway Functionality Output CANBUS J1939			
Programming Software: 170317			
PGN	Descrizione PGN	SPN	Name
0x00F004	EEC1.	190	Engine Speed.
0x00FE0F	Engine Fluid Level / Pressure K.	100	Engine Oil Pressure.
0x00FE0E	Engine Temperature.	110	Engine Coolant Temperature.
0x00FEF7	Vehicle Electrical Power.	158	Keyswitch Battery Potential.
0x00FEF8	Transmission Fluids 1	127	Transmission Oil Pressure.
0x00FEFC	Dash Display	96	Fluid Level 1.
0x00FE13	Proprietary Message	--	Generator Not Charging.
		--	Very Low Engine Oil Pressure.
0x00FECA	Dm1 (Alarms)	--	Very High Engine CoolantTemperature.

Rev:	Date:	Descrizione modifiche - Description of changes:	
0	21/03/17	Prima emissione	
SAN GIORGIO S.E.I.N. GENOVA - ITALY			
Tel. 010-8301222 - www.sangiorgioseln.com			
Writing diagram J1939 Converter - UNS12200/J			
Number:	Sheet:	Date:	Size:
D170322	1/1	21/03/17	A4
Completed:	Checked:	Approved:	
Garsi P.	Casaretto G.	Manuelli M.	

Se non diversamente specificato, tutte le dimensioni sono da intendersi in mm e le tolleranze delle quote ±0,1mm