



Part no. MLCCS-CANGEN

Mainline CCS Generic CAN Cable

This document outlines the Pin Configuration of the Mainline Part No. MLCCS-CANGEN
“Generic CAN Cable”.

Please note! The photographs of the cable ends shown in this document show the Yellow wire as “CAN Hi” and the Green wire as “CAN Lo”. The pinouts shown are correct, Pin 1 of the 2 Pin DTM is CAN Lo which goes to Pin 2 of the 4 pin DTM connector, and Pin 2 of the 2 Pin DTM is CAN Hi which goes to Pin 3 of the 4 pin DTM connector. As the wire colors caused some confusion with accepted standard of CAN wiring where Can Lo is Green, and CAN Hi is Yellow, newer versions of the cables just have the wire colours swapped, the pinouts remain the same.

This cable is typically used when Dyno Operators want to connect an After Market ECU to the Mainline CCS system. Users must be proficient enough to be able to make their own adapter harness to adapt from the supplied DTM2 connector to whatever connector style or series they have in the vehicle loom.

The 4 pin DTM end of the cable is marked “Dyno Cabinet CAN Hub”, meaning this end plugs into the Dyno Cabinet CAN Hub, typically next to the installed CCS-LCS Lambda Meter.



The 4pin DTM sockets marked CAN 3- A, B and C are set at 1Mb Speed, so use 1 of these connectors for ECU connection. The 4pin DTM sockets marked CAN 4 A and B are set to 500kb by default, typically for VSD applications.