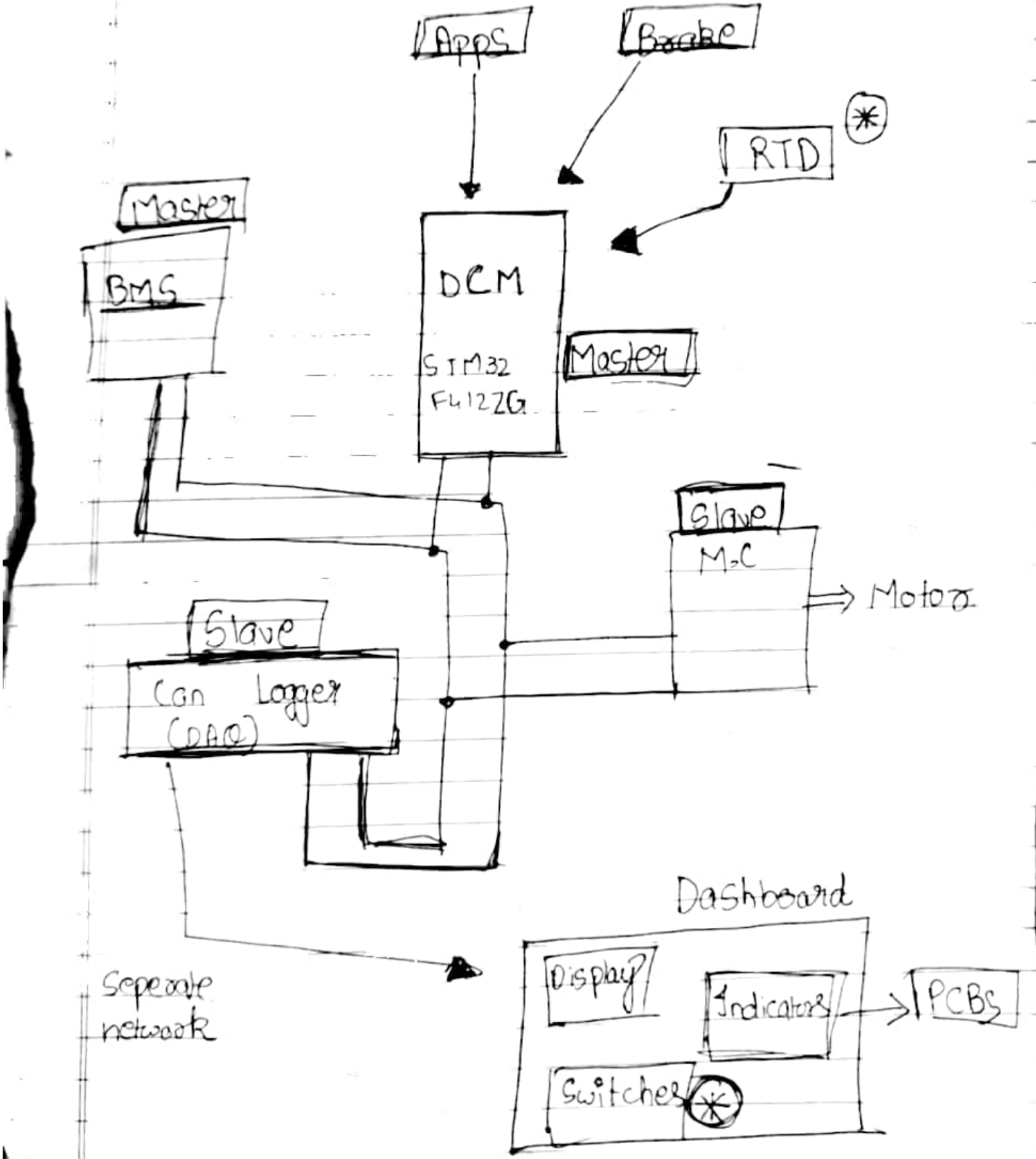


- Brake interrupt, shutdown interrupt. | • connected to acc
- Charging time PCB monitoring.
- Other signals to different lights [Dashboard]
- Ready to drive and all.
- PCB connected to can show shutdown on display with location. [DCM]

CAN

Network 1 → Mech parts to DAQ {May not be CAN}

Network 2 → Main → BMS, Dashboard, DCM, DAQ.

Network 3 → DAQ to dashboard MuP.

Applayer protocol → OBD2 Logger.

- CanOe, CAN Analyzer
- LabView
- OBD-II CAN interface.
- Matlab - CAN logger.
- Thermal analysis of PCB.

(By default change) Charging ↓ LVMS RTD

If TSMS off AIR signal not control.

- ~~AIR signal~~ ~~cont~~ / by Dashboard [TSMS] & Shutdown.
- ~~See~~ LVMS integration.

[Charging & TSMS] [Small LED] [Shutdown button]

→ See for Competition data-logger, connections

→ LV battery connections → All PCB, all controllers, BMS, competition sensors,

→ HVD also initiates shutdown in RTD State.

→ T.S is activated if AIRs close. [Cock Pit] Also, RTD is only possible if brakes & pressed.

→ Pre-charge LED & discharge LED on dashboard.

→ Motor Controller { 1) Can bus interface
2) Control - In - output pin } which to use?

↓

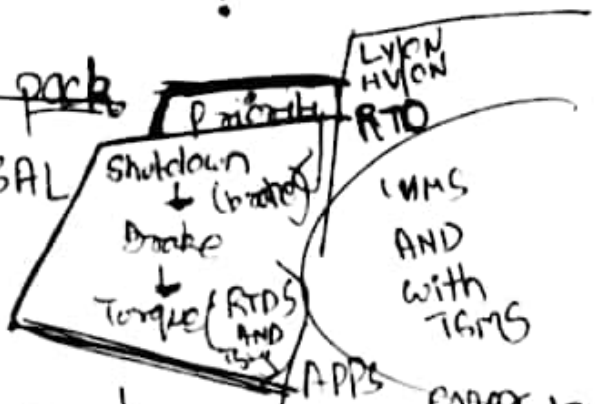
where are the outputs required.

And should we give all of them thro CAN?

LV capacity?

→ Battery pack

→ TSAL



→ Dash board

→ Mechanical data logging?

Make one PCB for accelerator pedal.

Interrupt for brake

OBD - 2 an app layer on CAN - bus.

MCP2515 CAN module

Matlab data.