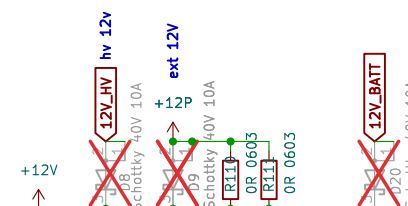


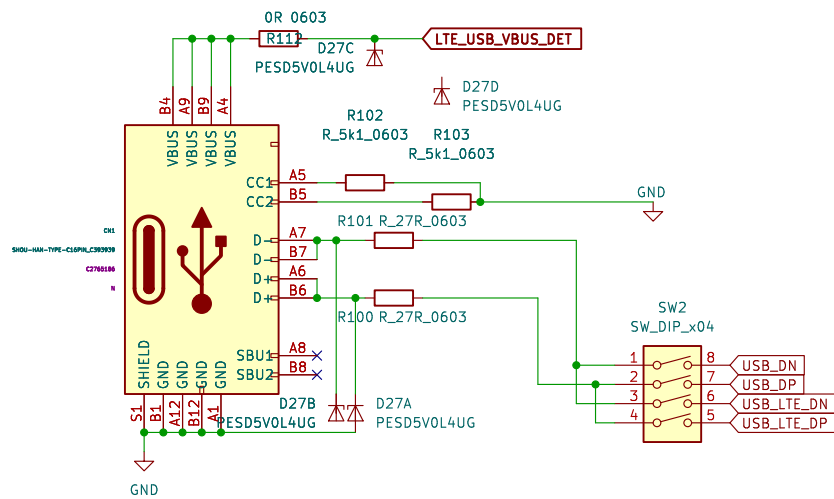
MAIN TO 3V3



BATT BOOST TO 4V2



Id: 2/11



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Sheet: /USB/
File: USB.kicad_sch

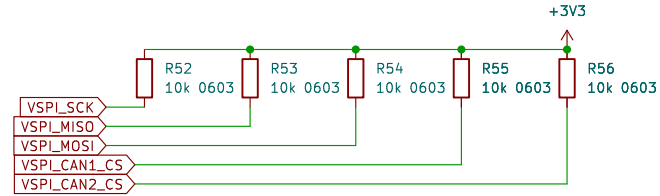
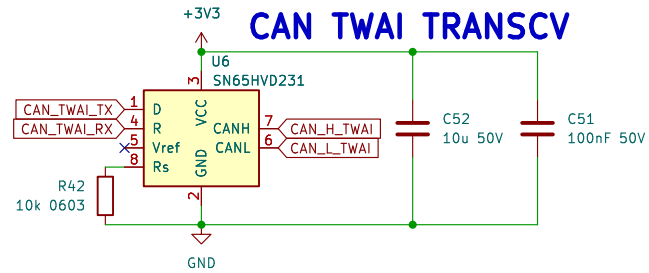
Title: VehicleMan

Size: A4 Date: 2025-03-04

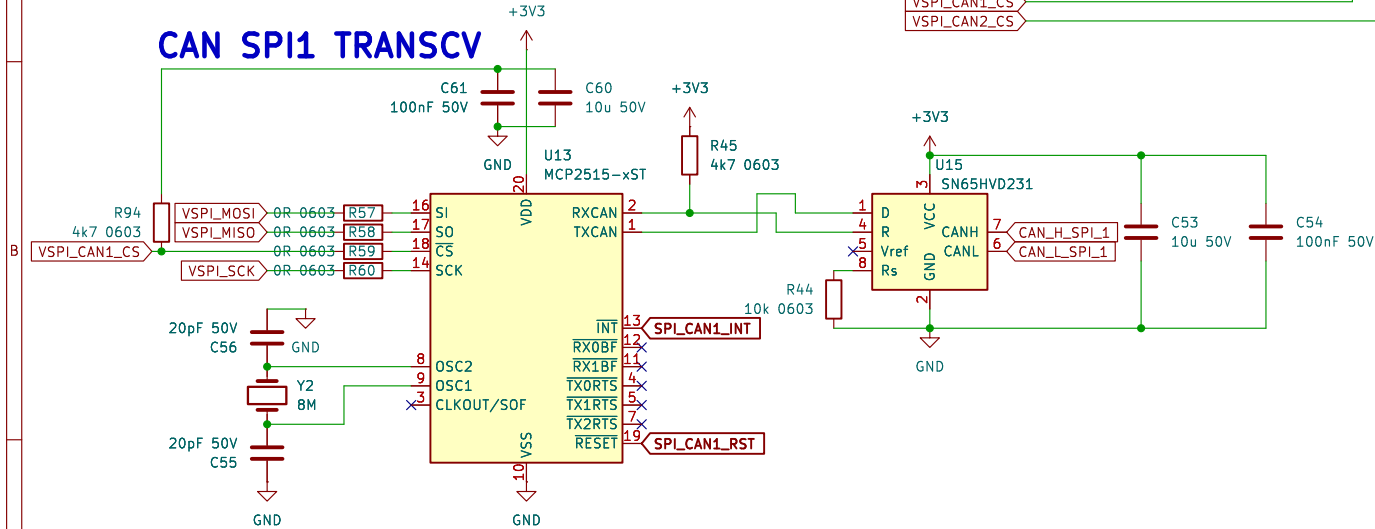
KiCad E.D.A. 9.0.0

Rev: 0

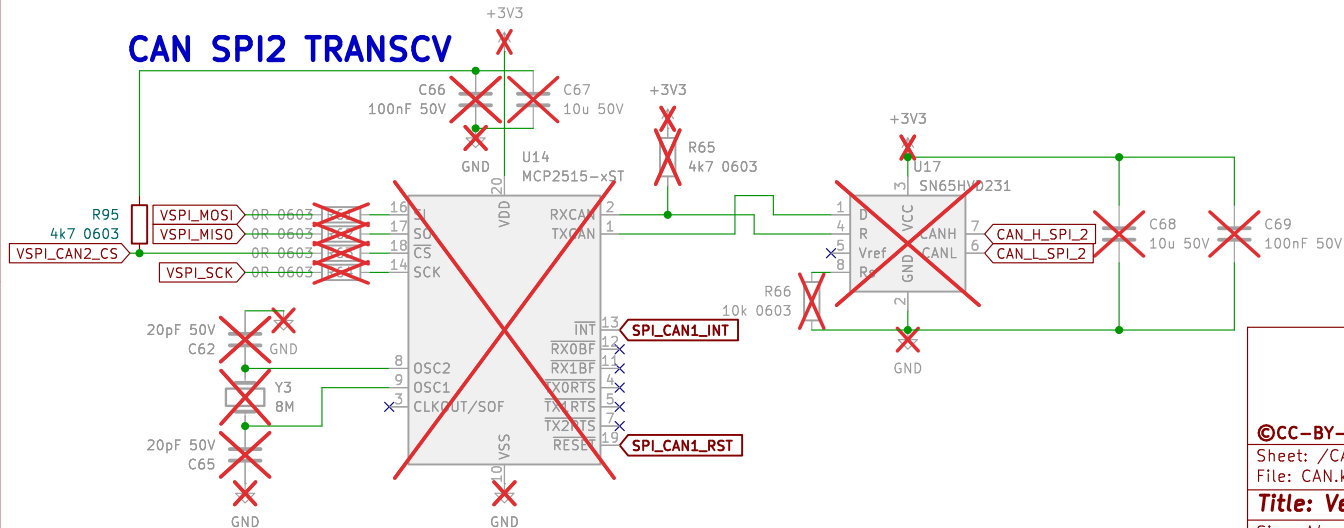
Id: 3/11



CAN SPI1 TRANSCV



CAN SPI2 TRANSCV



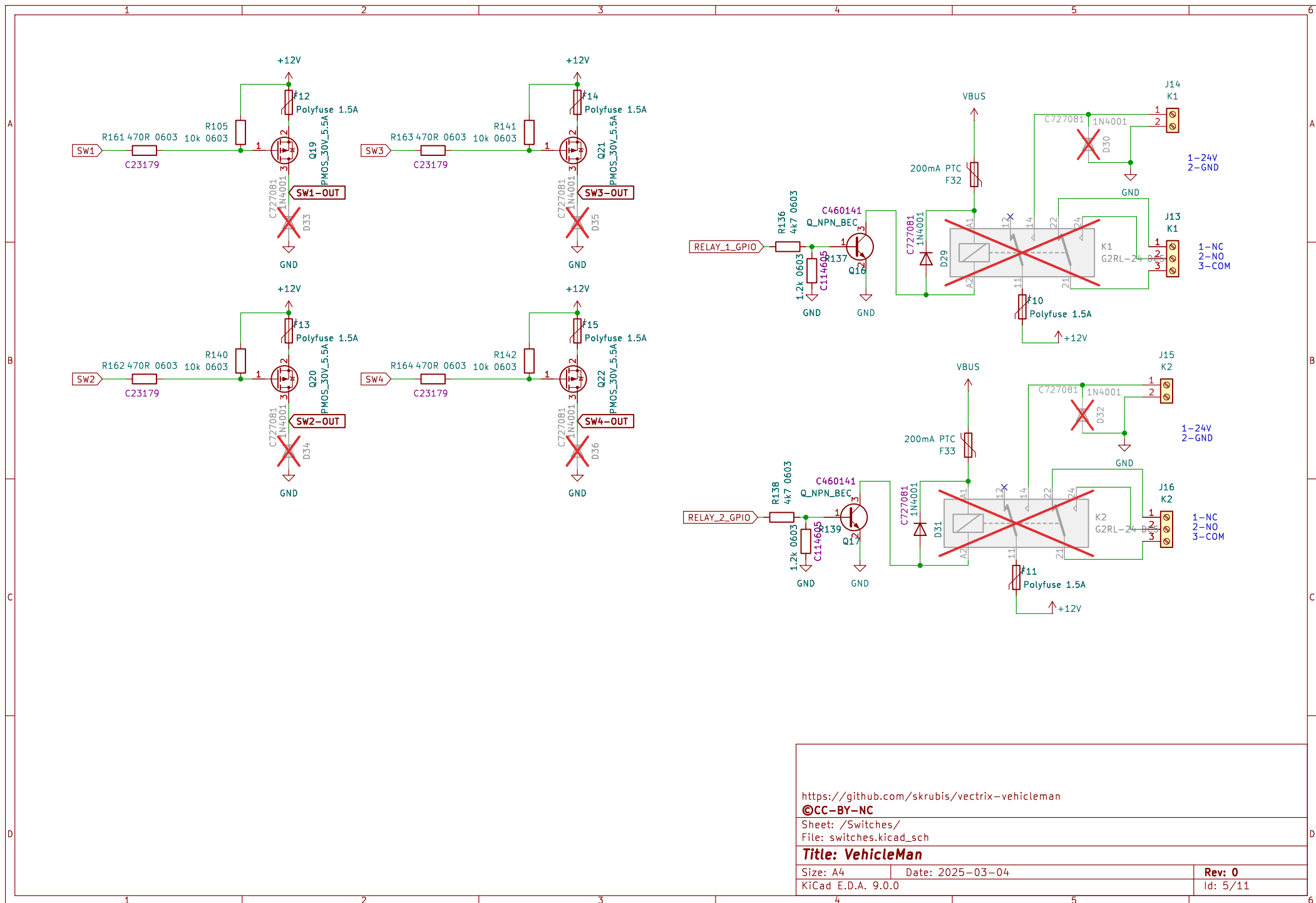
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Sheet: /CAN/
File: CAN.kicad_sch

Title: VehicleMan

Size: A4 Date: 2025-03-04
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Rev: 0
Id: 4/11



<https://github.com/skrubis/vectrix-vehicleman>

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Sheet: /Switches/

File: switches.kicad_sch

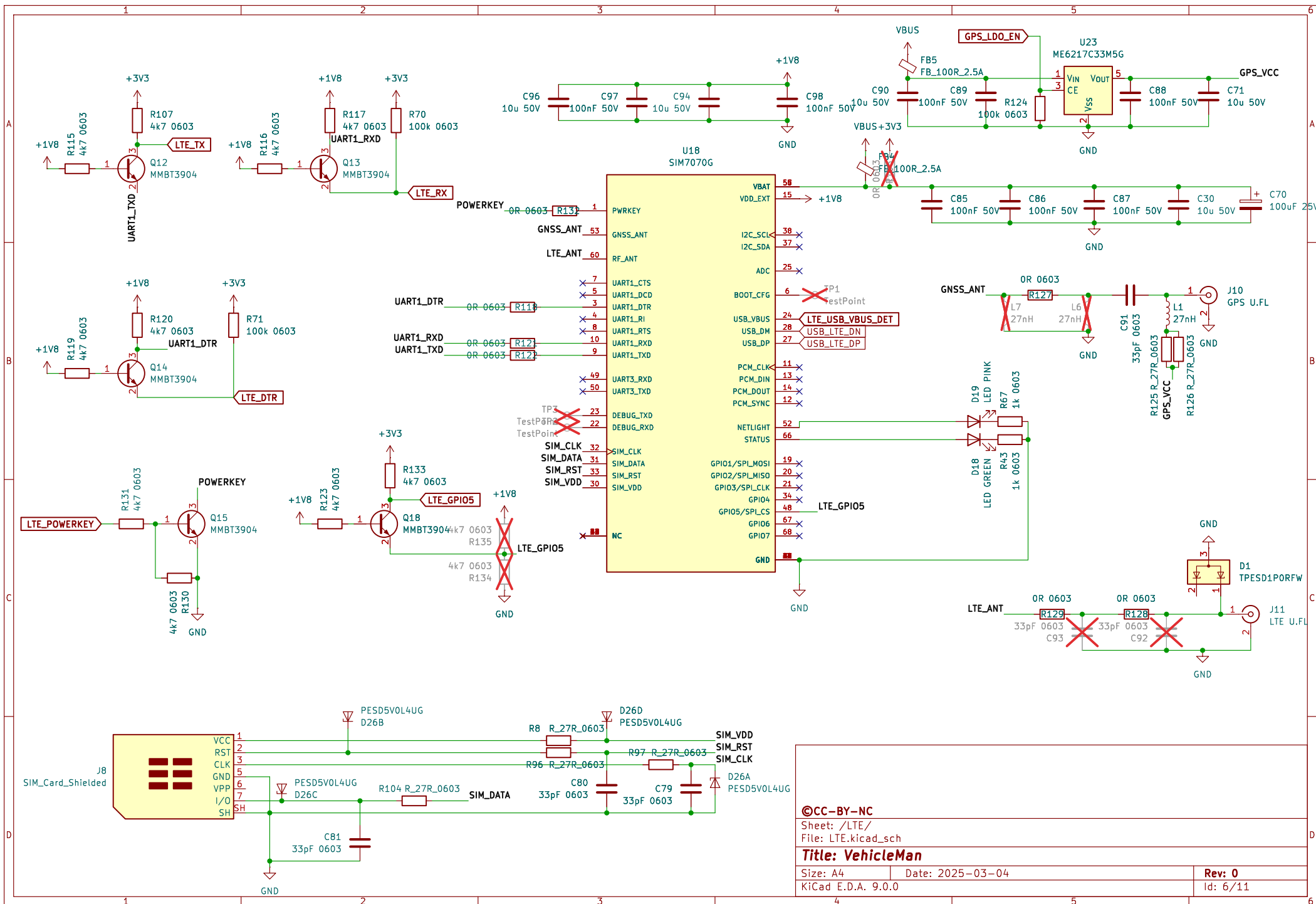
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Size: A4 Date: 2025-03-04

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Rev: 0

Id: 5/11



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Sheet: /LTE/
File: LTE.kicad_sch

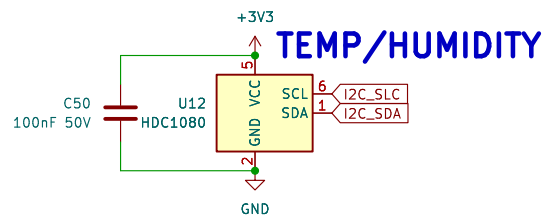
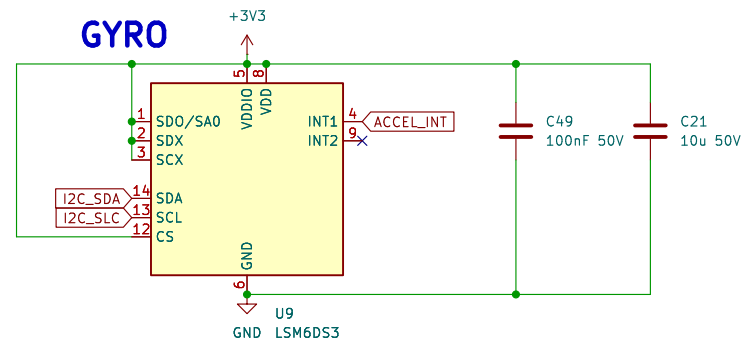
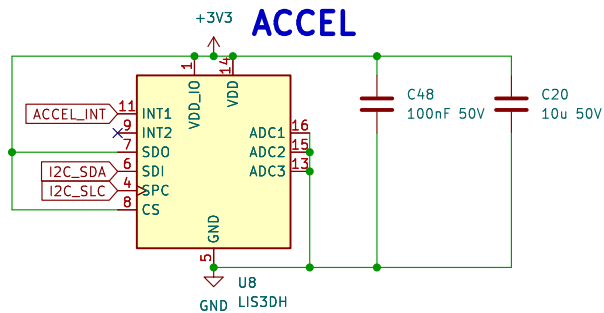
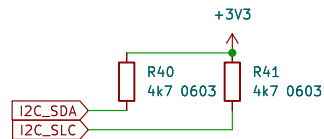
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Size: A4 Date: 2025-03-04

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Rev: 0

Id: 6/11



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Sheet: /Alarm/
File: Alarm.kicad_sch

Title: VehicleMan

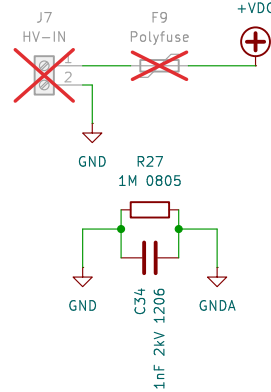
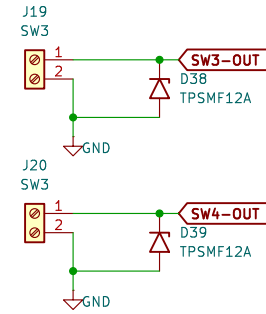
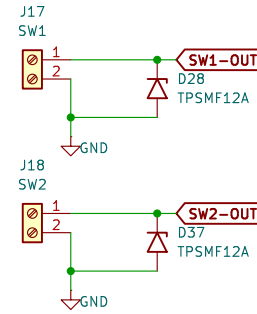
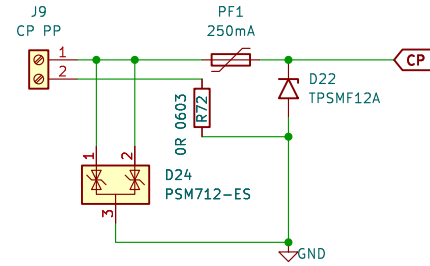
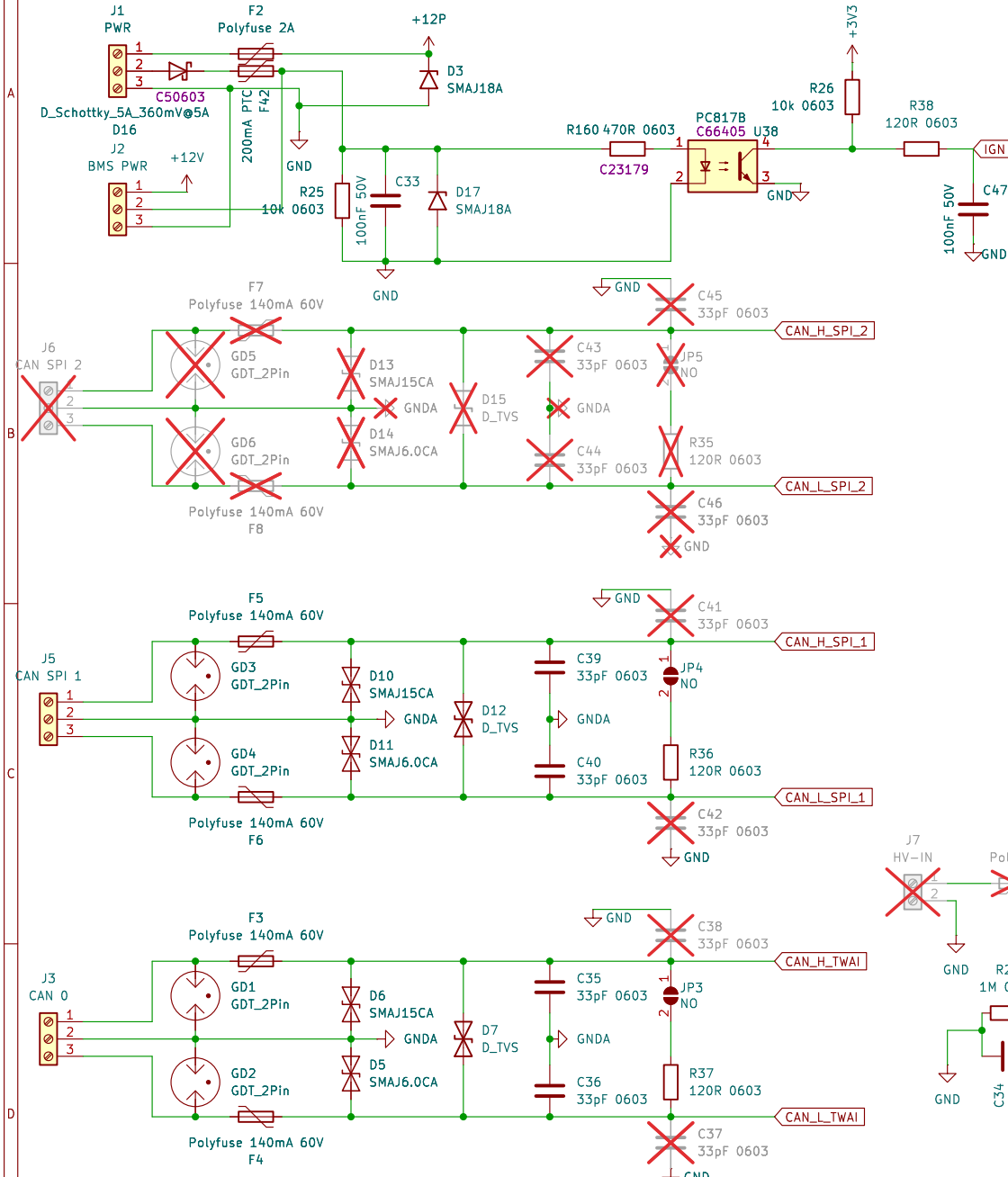
Size: A4 Date: 2025-03-04

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Rev: 0

Id: 7/11

my vectrix has 12V always on, most units after 2008 (?) have buck disabled when ign off
use this for those bikes <https://github.com/kaminaris/GigaESC/tree/master/PowerBoard/TL494V20C>



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Sheet: /Connectors/
File: conn.kicad_sch

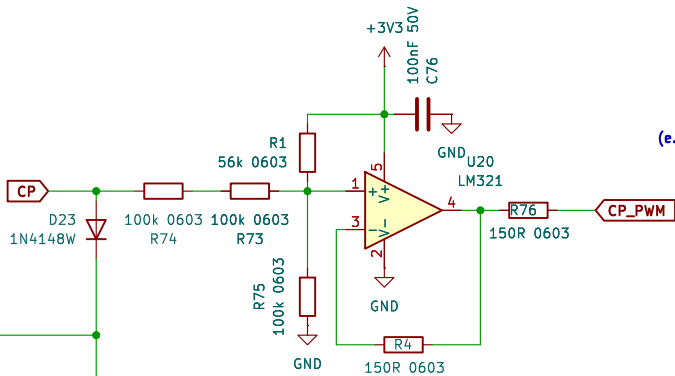
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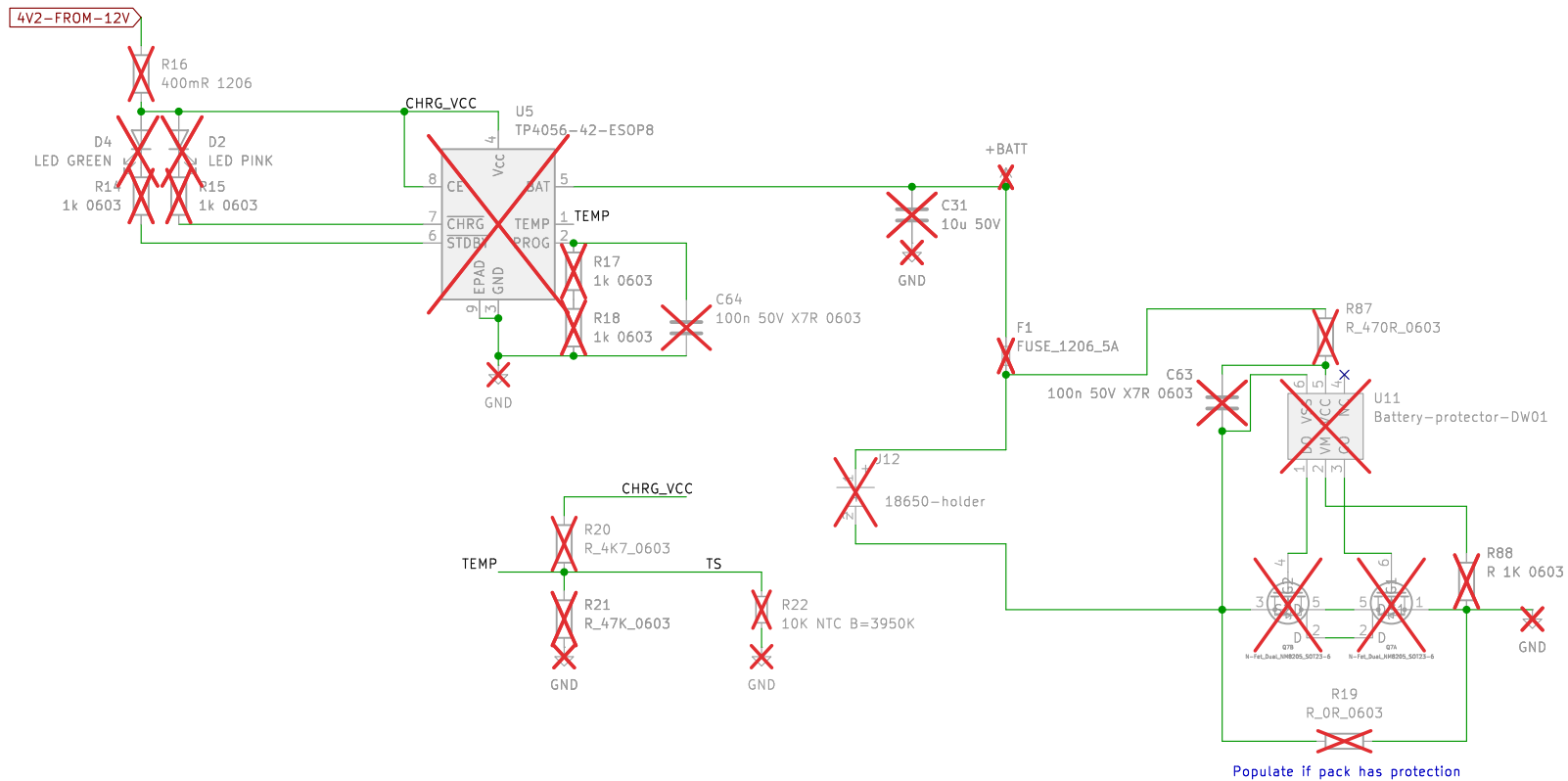
Rev: 0

Id: 8/11



10% duty cycle \Rightarrow ~6A allowed
50% duty cycle \Rightarrow ~30A allowed
80% duty cycle \Rightarrow ~48A allowed

Note: The diode is there so that during the negative half-cycle of the $\pm 12V$ pilot signal, the line is effectively "open" from the EV side. This helps the EVSE detect the diode and confirm a valid connection.



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Sheet: /Battery/

File: battery-backup.kicad_sch

Title: VehicleMan

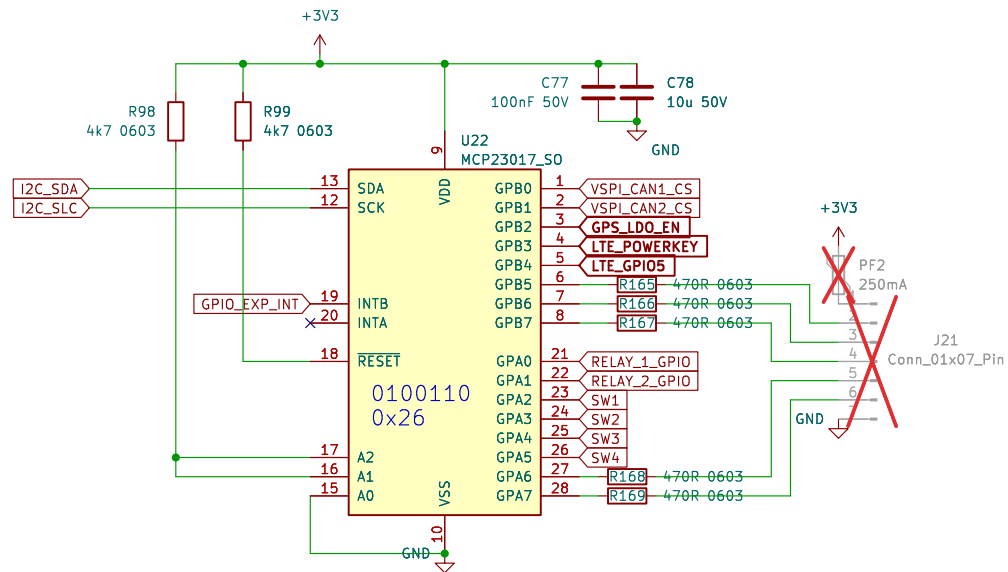
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Date: 2025-03-04

Rev: 0

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Id: 10/11



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Sheet: /GPIO Expander/
File: GPIO_Expander.kicad_sch

Title: VehicleMan

Size: A4 Date: 2025-03-04

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Rev: 0

Id: 11/11